COPIES OF LETTERS
JULY TO DEC. 1947

Dec. 1, 1947

Mr. Jack Aho,
Route 2, Box 379,
Astoria, Oregon.

Dear Mr. Aho:

Your bid of $1200.95 for the B.O.Q. Building on Pier Two was high and was considered by the commissioners at a meeting today. They have instructed me to advise you that their appraisal on this building is $1500 (fifteen hundred dollars) and that if you care to raise your bid to that amount, you can have the building. If you do not wish to pay that amount, it will perhaps be re-advertised for sale.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

Dec. 1, 1947

Mr. Vernon H. Bagley,
Route 2, Box 590-A,
Astoria, Oregon.

Dear Mr. Bagley:

Your bid of $850.00 for theAdministration Bldg. on our Pier Two was high. The Commissioners met today to consider all of the bids and have instructed me to advise you that their appraisal on this building is $1100.00 and if you care to take the building for that amount, you could have it and if you do not care to go that high, it will perhaps be readvertised for sale.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

July 21, 1947

Mr. K. V. Lively
c/o Pates, Lively and Pearson
Yeon Building
Portland 4, Oregon

Dear Mr. Lively:

A few months ago we had a break in one of our sprinkler pipes and there was some damage to empty sacks belonging to Pillsbury Co. The matter was referred to you and an adjuster for the Insurance Co. made an investigation and advised us that your Company would refuse to pay any claim in connection with the loss. We are of the opinion that this stand was taken because the policy covers us only for our legal liability when the sprinkler damage occurred to any party other than the Port.

Last month Pillsbury billed us for $114.93 to cover their costs in connection with this break. This amount is hardly large enough to make a trial case as to whether or not there is actually a legal liability and I would like to have your advice as to what we should do about it.

Very truly yours,

PORT OF ASTORIA

_____
Manager

JRB:ch

July 23, 1917

Mr. L. V. Lively
c/o Yates, Lively and Pearson
Yeon Building
Portland 4, Oregon

Dear Mr. Lively:

A few months ago we had a break in one of our
sprinkler pipes and there was some damage to empty
sacks belonging to Pillsbury Co. The matter was
referred to you and an adjuster for the Insurance
Co. made an investigation and advised us that your
Company would refuse to pay any claim in connection
with the loss. We are of the opinion that this
stand was taken because the policy covers us only
for our legal liability when the sprinkler damage
occurred to any party other than the Port.

Last month Pillsbury filed us for $113.93 to
cover their costs in connection with this break.
This amount is barely large enough to make a trial
case as to whether or not there is actually a legal
liability and I would like to have your advice as
to what we should do about it.

Very truly yours,

PORT OF ASTORIA

July 25, 1947

Bates, Lively & Pearson,
Yeon Building
Portland 4, Oregon.

Attention Mr. K. V. Lively,

Dear Mr. Lively:

We have your letter of July 24th enclosing the new Liability and Property Damage policy on the Airport and are returning herewith the old policy for cancellation. #FBL-829 Waters National

There is no change yet in the agreement under which the Port is operating the field. We have been advised that the War Assets Administration will take over the property from the Navy on July 28th but there will be no change in the Revocable Permit covering the premises. The only difference it will make is that the W.A.A. will be the government agency to administer the Permit rather than the Navy.

Very truly yours,

PORT OF ASTORIA,

By _____
Manager

JRB:ch

July 25, 1947

Bates, Lively & Pearson,
Yeon Building
Portland 4, Oregon.

Attention Mr. E. V. Lively.

Dear Mr. Lively:

We have your letter of July 24th enclosing the new Liability and Property Damage policy on the Airport and are returning herewith the old policy for cancellation.

There is no change yet in the agreement under which the Port is operating the Field. We have been advised that the War Assets Administration will take over the property from the Navy on July 28th but there will be no change in the Navcanada Permit covering the premises. The only difference it will make is that the W.A.A. will be the governmental agency to administer the Permit rather than the Navy.

Very truly yours,

PORT OF ASTORIA.

By _____
Manager

DRB:ch

July 31, 1947

Bates, Lively & Pearson,
Yeon Building
Portland, Oregon

Attention Mr. K. V. Lively

Dear Mr. Lively:

The Navy has given up the portion of our terminal which they have been occupying and the entire area is now being operated by the Port. I believe that our Liability Policy should be endorsed showing this change. I am not sure that the limits under this policy have been increased in accordance with our agreement and if this has not been done, you can take care of that at the same time.

Yours very truly

PORT OF ASTORIA

By _____
Manager

JBR:ch

August 12, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

RE: Fireman's Fund Policy No. 12207,
P & I Insurance on Dredge "Natoma"

Dear Mr. Lively:

We are in receipt of your letter of August 7th enclosing the above policy. The Indemnity agreement has been signed and is returned herewith.

We have signed and are returning the endorsement cancelling Fireman's Fund Policy No. 12144 and this is enclosed also.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:rwd
enc.

August 13, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

RE: Western Nat'l. #FBL-8-29 Airport P&I
Fireman's Fund 126777 Tug Lovell
126778 Tug Lovell
Fireman's Fund 126765 Natoma

Dear Mr. Lively:

We should have a credit for return premium on all of the above policies. The Airport P&I policy was cancelled on June 12th and replaced by a new policy. The Tug "S. W. Lovell" was layed up from July 7, 1946 to April 9, 1947 and we should receive credit on the premium for that period. The "Natoma" was layed up for the entire policy year and, according to our figures, we were entitled to a credit of $2959.20 which amount we deducted when making remittance for our new policy on the dredge last month.

Will you please check up on these policies and see that credit memos are mailed to us.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

JRB:wd

August 16, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Gentlemen:

Enclosed is a letter to Fireman's Fund Insurance Co., regarding a credit on last years insurance on the "LOVELL" for the time it was laid up.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

August 26, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

RE: CAPITAL NO. 409761
PIER THREE - PORT OF ASTORIA

Gentlemen:

The above policy expired July 1, 1947 and we are unable to find a renewal. Will you please check your records and advise us regarding this.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

September 5 1947

arge to the account of _____ $ _____

DOMESTIC | CABLE

TELEGRAM | PRIORITY
LETTER | SHORT RATE
DEFERRED
NIGHT LETTER
TELEGRAM | URGENT

cross should check class of service red, otherwise the message will be transmitted as a telegram or ordinary cable message.

WESTERN UNION

1217-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

d the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

PORTLAND OREGON
AUGUST 28 1947

J. R. BOWLER, MANAGER
PORT OF ASTORIA
ASTORIA, OREGON.

RE MARINE RATES NOVEMBER 1, 1947 INCREASE QUOTATION BY ONE PERCENT DESTINED WESTERN

CONDITIONS AT TIME OF DEPARTURE MAY BE ABLE TO SECURE LOWER COST

BATES LIVELY & PEARSON

11:15AM
WD

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-hal unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is agreed bet the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated-me rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repe message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines.

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether cause the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message represents the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is pa agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destina

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a domestic tele or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office which, as shown by filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company; in cities or towns of 5,0 more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile of the telegraph o in cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above specified the Comp does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collection of any addit charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by telephone w the corporate limits of any city or town in which an office of the Company is located.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices, and if a message is sent to such office by o the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days after the mes is filed with the Company for transmission: provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 of the Comm cations Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presu subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in add to all the foregoing terms.

9. No employee of the Company is authorized to vary the foregoing.

12-40

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS
A full-rate expedited service.

DAY LETTERS
A deferred service at lower than the standard telegram rates.

SERIALS
Messages sent in sections during the same day.

OVERNIGHT TELEGRAMS
Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

SHIP RADIOGRAMS
A service to ships at sea, in all parts of the world. Plain language or code language may be used.

CABLE SERVICES

ORDINARIES
The standard service, at full rates. Code messages, consisting of 5-letter groups o at a lower rate.

DEFERREDS
Plain-language messages, subject to being deferred in favor of full-rate messages.

NIGHT LETTERS
Overnight plain-language messages.

URGENTS
Messages taking precedence over all other messages except government messages

THERE IS A SPECIAL LOW-RATE WESTERN UNION SERVICE FOR EVERY SOCIAL NEED

Telegrams of the categories listed at the right, to any Western Union destination in the United States

TELEGRAMS OF PRESCRIBED FIXED TEXT— — — — —	25¢
TELEGRAMS OF SENDER'S OWN COMPOSITION. First 15 words — —	35¢
LOCAL CITY TELEGRAMS — — — — — — —	20¢

TOURATE TELEGRAMS, for TRAVELERS. First 15 words — — 35¢
(Additional Words, 2½¢ each)

GREETINGS AT

Christmas New Year Easter
Valentine's Day Mother's Day Father's I
Jewish New Year Thanksgiving

CONGRATULATIONS ON

Anniversaries Weddings
Birthdays Commencement
Birth of a Child

MISCELLANEOUS

Bon Voyage telegrams "Pep" telegra
Kiddiegrams (No 35¢ rate)

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

September 5, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

Enclosed is a copy of a letter received by us today from the State Industrial Accident Commission regarding industrial insurance on employes of the Port while unloading log barges.

After talking with you recently about this work, we had the Port's attorney look up the matter and he is satisfied that we are probably covered by the State Commission.

Very truly yours,
PORT OF ASTORIA

By_____
Manager

JRB:wd
enc.

September 5, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

Some time ago we wrote you about a claim against the Port by Pillsbury Mills because of sprinkler damage. At that time a second investigation was made by the adjuster for the insurance company but we have not yet had word if they intend to pay the claim. Will you please look this up and advise us as to the status of this matter.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:vd

September 5, 1947

Bates, Lively & Pearson,
Koon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

We have your letter of September 3rd regarding war risk insurance on the S. W. Lovell. At the present time our marine coverage is restricted to the Columbia River and while in the river, we do not consider it necessary to cover for war risk. In the event that the tug is engaged in outside work, we will then give consideration to this coverage.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:md

September 5, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

RE: "S. W. LOVELL"
Fireman's Fund Policy #132992

Mr. TenBrook informs me that we will have a claim under the above policy for the loss of 750# anchor. We have requested the Columbia River Packers Association to secure a statement from the master of the vessel covering this loss and as soon as this is received, we will file the claim with you.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:vd

September 12, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively RE: SPRINKLER LEAKAGE

Dear Mr. Lively:

In reply to your letter of the 10th, we wish to advise that the sprinkler damage which occurred last Spring was in a warehouse leased by Pillsbury Mills. We understand from your letter that under these circumstances, the Port does not have a legal liability for this damage and we are not covered under our policy. We will notify them accordingly.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

September 12, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

Enclosed is a statement from the Master of the "S. W. Lovell", covering the loss of an anchor and chain while the tug was in Bristol Bay, Alaska.

We wish to make a claim for $219.23 to cover the replacement cost of the lost articles as follows:

750# Navy type anchor	@ $17.50 - - -	$131.25
60 ft. 3/4" Galv. Chain 548#	@ $22.20 - - -	77.26
2 - 1½" shackles	@ 5.36 - - -	10.72
		$219.23

Very truly yours,
PORT OF ASTORIA,

By_____

JRB:wd
enc.

September 26, 1947

Bates, Lively & Pearson,
301 Yeon Building,
Portland 7, Oregon.

Attention: Mr. K. V. Lively

RE: Special File 55971
Port of Astoria

Dear Mr. Lively:

We have your letter of the 25th requesting a current financial statement. Our auditors were here just recently and we should have their report sometime within the next month. Just as soon as it is received, we shall send you a copy of the balance sheet for the Port as prepared by them.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

October 6, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

RE: Capital Policy 427406
Airport Control Building

Dear Mr. Lively:

The above policy is returned herewith for cancellation. Last Spring when our commissioners were investigating our revocable permit from the Navy covering the Airport, they decided that no fire insurance would be carried on any of the buildings at the field. The only fire insurance that we have had in the past year is the policy on the control tower and, while we did not cancel it at the time the commission made their decision, we do not believe it was their intention to r enew the policy when it expired.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

JRB:wd
enc.

October 27, 1947

Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Attention: Mr. K. V. Lively

Dear Mr. Lively:

On November 6, 1947, insurance policies on Pier ~~Three~~ One totaling $240,000.00 will expire, and $70,000.00 will expire on November 22nd. When the renewal policies are written, we will want three (3) certificates of each policy for Pillsbury Mills Inc.

We would suggest that the new policies be mailed to us as soon as possibly so that the certificates can be checked by Sexton & Company by the time they become effective.

Very truly yours,

PORT OF ASTORIA

By_____
Port Manager

JRB:v

November 13, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

We are enclosing, in duplicate, Revaluation figures for Piers One, Two and Three. Will you please file the original of these with the Rating Bureau and the other copy can be retained for your files.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

November 18, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

Enclosed is a list of the policies covering Pier One which you requested recently.

A representative from the Rating Bureau was in Astoria today and we presume he will give you rates on the buildings we requested recently.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

November 26, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Mr. K. V. Lively

Dear Mr. Lively:

The engineers have called for bids for dredging in Baker's Bay which will be opened on December 5th. The Port expects to bid on this work and we are enclosing the Standard Government Form of Bid Bond which has been signed by Mr. McGregor and Mr. Anderson for the Port and we would like to have you complete it for the amount of $24,000.00. The Invitation for Bids and Specifications for job is numbered 35-026-48-322.

If you will return the Bond to us when completed, our papers will all be in order to enter our bid.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

December 15, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Gentlemen:

The Engineers have re-advertised the dredging job in Bakers Bay which we bid on recently as all the previous bids were turned down because they were too high. Bids are to be opened at 2:00 P.M., December 19, 1947 and we expect to make a new bid. Our bid will not exceed $100,000.00 and we will want a bid bond in the sum of $20,000.00. The President and Secretary of the Port have signed the bond and we are enclosing it herewith and ask that you complete it and return it immediately. The new number for the job is 35-026-48-~~328~~. 441

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

December 19, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attn: Mr. K. V. Lively

Dear Mr. Lively: RE: Bond 42 S 9634 - Port of Astoria

The above bond was received by us in the late mail yesterday in ample time for Mr. Tenbrook. The application which was mailed with the bond has been executed and is enclosed herewith.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JHB:md
enc.

December 22, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Gentlemen:

The Port of Astoria expects to bid on the dredging job in Yaquina Bay, Oregon. The bids are to be opened next Monday, December 29, and the engineers No. is 35-026-48-579. Our bid will no exceed $180,000 and we will want a bond for 20% of that amount or $36,000. The bond has been signed for the Port of Astoria and we are enclosing it to be completed. Please hold the completed bond and Mr. TenBrook will pick it up next Monday.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

December 22, 1947

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Gentlemen:

We have been advised that there is a small reduction in our insurance rates on Pier One. The policies which were written last month should have endorsements showing the new rate and we would like to have three extra copies of each endorsement for Pillsbury Mills, Inc.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

October 15, 1947

Mr. R. R. Bartlett,
Route 1 Box 398,
Warrenton, Oregon.

Dear Mr. Bartlett:

At the commission meeting last night, the commissioners passed a motion to discontinue Mr. TenBrook's and your pay as of November 1, 1947 and instructed me to advise you accordingly. Unless further action is taken by the commission, your next check will be the last one from the Port. I presume that you will wish to make application immediately to the Public Employes Retirement System for retirement pay and a form for that purpose is enclosed which you can sign and mail to them.

With best personal wishes, I am,

Sincerely,

J. R. Bowler

JRB:wd
enc.

August 22, 1947

George Black & Co.,
Selling Building,
Portland, Oregon.

Gentlemen:

This is to advise that the Port Commissioners are expecting your firm to audit the Port's books for the past fiscal year and have authorized a contract for the same fee as that paid for the previous year.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:md

September 13, 1947

Mr. Holland A. Wolf,
c/o George Black & Co.,
Selling Building,
Portland, Oregon.

Dear Mr. Wolf:

We have made a reservation for you at the Elliott Hotel for Tuesday night and told them that you would not be in until late at night.

The County Treasurer is back and his office will be open about 9:15 Wednesday morning.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

September 17, 1947

George Black & Company
304 Selling Building
Portland 5, Oregon

Dear Sirs:

In connection with your examination of the accounts of Port of Astoria as at June 30, 1947, we hereby make the following statements and representations to the best of our knowledge and belief concerning items appearing on the Balance Sheet of the Port as at that date.

Accounts Receivable:

The accounts receivable aggregating $68,245.04 represent valid claims against customers and other debtors for bona fide transactions completed prior to the close of business on June 30, 1947 and were not subject to reduction for discounts, transportation charges, price adjustments or other deductions not provided for on the Port's records.

No reserve is believed to be necessary to provide for any losses that may be sustained in collecting the accounts receivable from customers and others at June 30, 1947.

Capital Assets:

All charges to fixed-asset accounts represent actual additions at cost. Assets sold, dismantled or abandoned have been properly eliminated from the accounts.

The Port has title to all property included in the fixed-asset accounts and there are no liens or encumbrances.

The properties are maintained in an efficient working condition and are all being utilized in current operations.

All properties included in the fixed-asset accounts have been paid for or liability therefor taken up on the books.

Liabilities:

All known liabilities of the Port at June 30, 1947 have been recorded as that date and there were no contingent liabilities such as pending lawsuits claims against the Port, customers' or others' notes discounted or endorsed r accomodation, repurchase agreements or of any other nature for which ovisions had not been made.

We know of no other matters not called to the attention of your representative ich would affect the financial statements of the Port of Astoria at June 30, 1947.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

WBrud

September 29, 1947

Mr. J. W. Brennan, Port Director
Harbor Department
City of San Diego
San Diego, California

...rge to the account of $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
LETTER TELEGRAM		URGENT RATE	
WEEK-END LETTER		DEFERRED	
NIGHT TELEGRAM		NIGHT LETTER	
SHIP RADIOGRAM		SHIP RADIOGRAM	

...ns should check class of service ...d otherwise the message will be transmitted as a telegram or ordinary cablegram

WESTERN UNION

1217-B

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

...d the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

LONG BEACH, CALIFORNIA

R. R. BARTLETT, MANAGER
PORT OF ASTORIA

REFERENCE REQUEST FOR VOTING TO AMEND PCAPA CHARTER TO PROVIDE FOR LIFE MEMBERSHIP

OUR BOARD FEELS NO VOTE SHOULD BE TAKEN UNTIL DISCUSSION IS HAD BY FULL MEMBERSHIP

AT SEPTEMBER MEETING

JOHN L KELLEY
VICE PRESIDENT
BOARD OF HARBOR COMMISSIONERS

WD
9:30AM

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-hu unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is agreed be the sender of the message and this Company as follows:

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2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caus the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message represent the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is p agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destin

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a domestic tele or an incoming cable or radio message covers its delivery within the following limits. In cities or towns of 5,000 or more inhabitants where the Company has an office which, as shown by filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company; in cities or towns of 5,0 more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile of the telegraph in cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above specified the Com does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender, with the understanding that the sender authorizes the collection of any addi charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by telephone w the corporate limits of any city or town in which an office of the Company is located.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices, and if a message is sent to such office by the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days after the m is filed with the Company for transmission; provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 of the Com cations Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presu subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in ad to all the foregoing terms.

9. No employee of the Company is authorized to vary the foregoing.

12-40

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS
A full-rate expedited service.

DAY LETTERS
A deferred service at lower than the standard telegram rates.

SERIALS
Messages sent in sections during the same day.

OVERNIGHT TELEGRAMS
Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

SHIP RADIOGRAMS
A service to ships at sea, in all parts of the world. Plain language or code language may be used.

CABLE SERVICES

ORDINARIES
The standard service, at full rates. Code messages, consisting of 5-letter groups at a lower rate.

DEFERREDS
Plain-language messages, subject to being deferred in favor of full-rate messages.

NIGHT LETTERS
Overnight plain-language messages.

URGENTS
Messages taking precedence over all other messages except government message

THERE IS A SPECIAL LOW-RATE WESTERN UNION SERVICE FOR EVERY SOCIAL NEED

Telegrams of the categories listed at the right, to any Western Union destination in the United States

TELEGRAMS OF PRESCRIBED FIXED TEXT — — — — — —	25¢
TELEGRAMS OF SENDER'S OWN COMPOSITION. First 15 words — —	35¢
LOCAL CITY TELEGRAMS — — — — — — — —	20¢
TOURATE TELEGRAMS, for TRAVELERS. First 15 words — — (Additional Words, 2½¢ each)	35¢

GREETINGS AT
Christmas, New Year, Easter, Valentine's Day, Mother's Day, Father's, Jewish New Year, Thanksgiving

CONGRATULATIONS ON
Anniversaries, Weddings, Birthdays, Commencement, Birth of a Child

MISCELLANEOUS
Bon Voyage telegrams, "Pep" telegr, Kiddiegrams (No 35¢ rate)

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

September 29, 1947

Mr. J. W. Brennan, Port Director
Harbor Department
City of San Diego
San Diego, California

Dear Mr. Brennan:

This is to advise that up to this time we have not established any postwar tonnage values for evaluating statistical reports.

Our terminals were taken over by the U. S. Navy during the war and we have not as yet fully recovered from this effect. As soon as our terminal activities approach the pre war level we will establish new tonnage prices.

Very truly yours,
PORT OF ASTORIA

_____
Traffic Manager

RJB:b

October 11, 1947

Bureau of Labor,
301 State Library Bldg.,
Salem, Oregon.

Gentlemen:

We have the report of an inspection of our Pier One warehouse, grain elevator and Pier Three warehouse. The safety requirements mentioned in the reports have been complied with as follows:

PIER ONE WAREHOUSE AND GRAIN ELEVATOR:

1. Our elevator foreman and all employes in grain elevator have been instructed to keep all electrical panel doors closed at all times.

2. A hand rail on the tank outside of the northeast door on the scale floor has been installed.

PIER THREE STORAGE WAREHOUSE:

1. The far end of the docks has been fenced off and has been posted as being unsafe and all employes of the Port have been instructed to stay off of this portion of the dock. There are no installations on this part of the dock which need attention and there will be no occasion for any one to go on to the unsafe portion.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

July 7, 1947

George S. Bush & Co., Inc.,
611 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

Enclosed are Cargo Receipts to cover the balance of the flour cars sent to Astoria for shipment on the S.S. ZEELAND.

Also enclosed are statements of the reconditioning of damaged flour done by us for the SP & S Railroad. Railroad inspection reports on these damages will be forwarded as soon as received from the railroad.

Five empty sacks for each car lot (a total of 70 sacks) were put aboard the ship and we have left on hand 27 empty sacks printed with the portmark MAKASSAR. Please advise us as to the disposition of these sacks.

Very truly yours,
PORT OF ASTORIA

By_____

Enclosures
RJB:b

July 21, 1947

George S. Bush & Co., Inc.
611 Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

Enclosed are the railroad inspection reports on damaged flour shipped to Astoria for loading on the S. S. ZEELAND.

Very truly yours,

R. J. Bettendorf

RJB:b

November 5, 1947

Department of Commerce, C.A.A.
Washington, D. C.

Gentlemen:

We are interested in two publications:

1. "Air Navigation Radio Aids" - Flight information Bulletin #3 issued by the Office of Aviation Information, and

2. "Airman's Guide"

Please advise us how we may procure the above publications.

Very truly yours,

PORT OF ASTORIA

By _____
Cashier

VLN:ch

November 7, 1947

Department of Commerce,
Civil Aeronautics Administration,
460 North HightStreet,
Salem, Oregon.

Attention: Mr. Jacob V. Fryberger, Acting District Airport Mgr.

Dear Mr. Fryberger:

We have your letter of November 6th, regarding the surplus personal property at Clatsop Airport which has been recommended for disposal to the Port of Astoria by the CAA. We have discussed this equipment with Mr. Nunenkamp, our Airport Manager, and find that we will have use for all of it in maintaining the property. Mr. Nunenkamp has asked for a bull-dozer and a crane with drag line equipment which can be used to very good advantage at our Airport. In addition to this equipment, we can use a power mower as there are approximately three hundred acres of Airport property which has to be mowed from two to three times each summer. If such equipment becomes available, the Port of Astoria is prepared to assume responsibility for moving it to Astoria.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

November 21, 1947

Regional Manager,
Civil Aeronautics Administration,
460 North High Street,
Salem, Oregon.

Gentlemen:

The following list of personal property is now held by the Port of Astoria at Clatsop Airport under an interim permit from the U. S. Navy:

1 Sander, Portable Belt, Model A, "Skilsaw", Ser. No. 57444.
1 Saw, Portable, Skilsaw, Model 80, Sr. No. 10x59, W/8" saw blade and ext. cord and plugs.
1 Drill press, Electric, bench type, Model 63, S/N 026714.
1 Drill, Electric, ¼" Chuck, S/N 23075, Model Type S-114.
1 Grinder, bench type 10" ball bearing, S/N 1963226, W/wheel safety covers, tool rests and eye shields, mounted on angle steel stand.
1 Pipe Cutter, heavy duty, 3-cutting wheels, 1/8" to 2" capacity.
1 Anvil, cast steel, 70 lb., Blacksmith's, 4" x 14½" face, 8½" horn, height 11 3/8".
1 Vise, bench type, Mechanics, 4½" Jaws, No. 594, Rock Island.
1 Iron, Soldering, Electric, Type A, Radio, 7½" long, 1"x½" tip, W/cord & plug.
1 Iron, Soldering, Electric, heavy duty, #41-1-635, "Master", 14" long, 2½" x 7/8" tip, W/cord and plug.
1 Tool boxes - Complete with set of hand tools, kits: tool, metal Box 10" x 10½" x 18" and 11" x 18" x 20".

We wish to make application for all of this equipment as it is essential and is being used by us in maintaining the buildings, automotive equipment and utilities at Clatsop Airport.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRD:wk

December 5, 1947

Regional Manager,
Civil Aeronautics Administration,
460 North High Street,
Salem, Oregon.

Attention: Mr. Donald N. Harper

Dear Mr. Harper:

The Commissioners of the Port of Astoria have directed me to make a request for the following surplus buildings at Clatsop Airport, such buildings to be turned over under Public law 289. Buildings are described by number as shown on Map of U. S. Naval Air Station (Airport) Astoria, Oregon, Public Works Drawing No. 238-A and proposed use and expected revenue is shown after each building.

Bldg. No. 1. Mr. Johansen of Sunset Logging Co. has shown interest in this bldg. He proposes using it as a checking station, sleeping quarters for his checker and storeroom. The building is ideally situated for such use as it is on the highway and has a parking area large enough to accommodate his loaded log trucks while being checked. He offers $25 per month rent.

Bldg. No. 2. Mr. Convill, who has a farm adjoining the airport, is in need of a warehouse for baled hay. He has shown interest in this building as it has a loading platform and heavy floors. He mentioned $10 per month as an approximate rental.

Bldgs. Nos. 21, 24, 25, 26. The City of Astoria has indicated its interest in these buildings for housing units. They would be leased for approximately $40 per month each until alterations are paid for and higher rental after that.

Bldgs. Nos. 19, 22, 35. Cannibalization. Salvaged material to be used in remodeling Buildings 21, 24, 25 and 26.

Bldg. No. 27. Mr. McNeese, Manager of a Flying Service at the Airport, is interested in converting this building into an Airport Motel. He offers $30 per month for 18 months, then $35 per month thereafter.

Bldg. No. 30. Mr. Anderson of Anderson Packing Co. is interested in this building for cold storage and warehouse. He has suggested that he might be able to pay $125.00 per month rent.

Bldg. No. 32. State Industrial School is interested in this building for warehouse and storeroom. The school now occupies Bldg. 42 and they need additional storeroom. They offer minimum rental of $10 per month.

Bldgs. Nos. 72, 73, 74, 75, 76, 78, 79 and 80. These could be moved near the proposed housing units and converted into garages at rentals of approximately $2.50 per month each.

Bldgs. Nos. 34, 50, 51, 61-A, 62, 63, 64, 65, 66, 70, 71 and 84. Cannibalization. Material to be used in remodeling other buildings.

Bldg. No. 83. This could be used by Port of Astoria to house crash truck. Building would be moved behind control tower building, thus making the truck more available to tower attendants.

Bldg. No. 37. Mr. Rohr, a local farmer, is interested in securing this bldg. for a drying and sorting house for his lily and daffodil bulbs. He has offered $18 per month provided he can secure material from other buildings for remodeling purposes.

Other people have expressed an interest in some of these buildings and we believe that a very substantial income could be obtained.

The Port of Astoria is not interested in acquiring any buildings at the Airport other than those listed above and those previously listed for Airport use in the C.A.A. Airport Disposal Report.

The Port of Astoria will use due diligence and do everything in its power to assure that all income produced by property transferred for income producing purposes under Public Law 289 will be allocated and used in the operation and maintenance of the Airport.

Very truly yours,

_____
Manager Port of Astoria

JRB:md

December 16, 1947

Regional Manager
Civil Aeronautics Administration
460 North High Street
Salem, Oregon

Attention: Mr. Donald N. Harper

Dear Mr. Harper:

Since our letter of December 5th, in which we requested that certain buildings at Clatsop Airport be turned over to the Port of Astoria under Public Law 289, we have made a further study and request that the following additional buildings and structures also be turned over to the Port:

Bldg. No. 27-1: This is the boiler house in which is located the heating equipment for Building #27, and it would be used to heat that building after it is converted into a motel.

Bldgs. No. 4-1,-2,-3,04, 8-1,-2,-3 and -4: These are small concrete structures and would be used for storage of paint, oil and dope by operators on airfield.

Structure No. 15: Flagpole.

Structures No. 16-1,-2,-3 and -4: These are gas and oil storage tanks which can be rented to local petroleum distributing agencies at a rental of $300.00 annually.

Structures #28, #29, #30, #31, #33, #38 and #39: These are ammunition storage igloos and would be used for storage of explosives, and possibly, mushroom growing. It is thought that a rental of $150.00 annually could be secured.

Bldgs. No. 47, 57, 58, 59, 60, 61 and 85: These buildings would be wrecked and the material salvaged for use in converting other buildings for housing and storage purposes.

to: Regional Manager
Civil Aeronautics Administration
Salem, Oregon

No request has been made for Buildings, A, B, C, D, No. 18, 18-1, (52), (53), (54), (55), as the Port Commissioners understand that the Directors of School District #30 Clatsop County, will made a request for these buildings to be used for school purposes, and have agreed to permit the School District to use the land on which these buildings are located. If for any reason the School District fails to make application for the buildings, the Port of Astoria will be interested in them with the idea of converting them to housing and storage purposes for revenue.

Very truly yours,

PORT OF ASTORIA

by_____
Manager

JRB:v

November 3, 1947

Mr. J. G. Boykin, Manager,
The Coca Cola Bottling Company,
111 N. E. 28th Avenue
Portland 15, Oregon.

Dear Mr. Boykin:

This will confirm our conversation of last week in which I advised you that the Port of Astoria Commissioners are agreeable to giving your Company a lease on approximately 4,000 sq. ft. of space in one of the buildings on our Pier Two for a period of two years with an option to renew for an additional year at a rental of $80.00 per month.

In the event a regular lease agreement is drawn up we will want a cancellation and a tax clause in it and our attorney has suggested that these points should be covered by paragraphs along the following lines, namely:

1. It is agreed between the parties hereto that either of the parties to this lease may, at its option, terminate this lease by giving the other party ninety (90) days' notice in writing. That said notice shall be sufficient if it is enclosed in a sealed and stamped envelope, addressed to either of the parties at its address set forth in this lease, and deposited in the United States Postoffice.

2. The second party further agrees that it will well and truly when due and payable pay all property taxes levied against the premises covered by this lease and any property tax levied against any personal property belonging to the second party or stored upon said premises. In the event that the second party shall fail to pay said taxes when due and payable, the first party shall have the right to pay the same, and in such event the taxes so paid shall be added to the rental herein reserved to be due and payable by the second party on the next succeeding rental paying date after the date of the payment of such tax or taxes by the first party.

At the present time the property is not assessed for taxes and we do not believe that it will be as long as it is being used as you propose to use the space but because of a remote chance that it might be assessed under a law passed by the last legislature, the Port Commissioners will want a tax clause in any leases they make in the future.

If you would like any further information regarding the building, please feel free to call upon us for it.

Yours very truly,

PORT OF ASTORIA,

By _____
J. R. Bowler, Manager

JRB:ch

October 6, 1947

Collection Division,
Tax Commission
Olympia, Wash.

Gentlemen:

The check in payment of our excise tax return for the period ending Aug. 31, was forwarded in ample time to have reached you before incurring a penalty for late filing. The check was attached to Form 2406, a copy of which is enclosed and returned with your duplicate of Form 2438.

Your new form, mailed us Sept. 24, was completed upon receipt and returned to you without the check which had already gone forward.

With this explanation, we hope you can locate the check, in amount $36.66.

Very truly yours,

PORT OF ASTORIA

By _____
Cashier

clh

September 12, 1947

Collector of Customs,
Portland, Oregon.

I, JOHN L. TENBROOK, Master of the Unrigged Barge

P. of A. C. (175,014) respectfully petition that I be relieved

from payment of Customs Fine Case No. 1077 for the following reasons:

1. The barge was laid up and not used for a period of almost two years.and I was not working for the Port of Astoria at the time the license expired.

2. Papers were renewed as soon as the barge was put in operation and it was discovered that the renewal of the papers was overdue.

_____
Master, Unrigged Barge P. of A. C. (175,014)

Subscribed and sworn to before me
this 12th day of September, 1947

_____
Notary Public for Oregon

My Commission expires_____

October 14, 1947

Collector of Customs,
Portland, Oregon.

I, JOSEPH E. JOHNSON, respectfully petition that I be relieved from payment of Customs Fine Case No. 1098 for the following reason:

I left the employ of the Port of Astoria, owner of the Barge P. of A. C., in April 1947 and had no connection with the barge at the time the license expired on May 12, 1947.

_____
J. E. Johnson

Subscribed and sworn to before me
this 14th day of October, 1947

_____
Notary Public for Oregon

My Commission expires_____

August 9, 1947

Columbia-Hudson Lumber Co.
Bradwood, Oregon

Gentlemen:

The Port of Astoria has resumed the compilation of statistics on ocean-borne commerce tonnage for this district which was discontinued during the war.

Each month a form and stamped envelope will be forwarded you. Kindly fill out the form and return at your earliest convenience.

In the past, your firm has been very cooperative in furnishing us statistics on vessels served by your facilities and we are looking forward to the resumption of this splendid cooperation.

Very truly yours,

R. J. Bettendorf

RJB:b

December 10, 1947

Columbia River Tariff Bureau
806 S. W. Broadway
Portland 5, Oregon

Gentlemen:

Please send us a complete copy of your Tariff No. 25 and place our name on your mailing list to receive all future corrections and supplements.

Very truly yours,
PORT OF ASTORIA

_____
Traffic Manager

RJB:b

July 25, 1947

Port of Astoria Commissioners:

Gentlemen:

Enclosed is a copy of the Astoria Marine Construction Company's proposal to rent space on Pier 2. This is being mailed to you so that you can give the matter some thought before being called upon to make a decision.

Very truly yours,

PORT OF ASTORIA

By _____
Manager

JRB:ch

Copies to: Mr. W. F. McGregor
Mr. Edw. W. Thompson
Mr. J. W. Anderson
Mr. G. S. Gray

ASTORIA MARINE CONSTRUCTION CO.

Box 90, Phone 2170
Astoria, Oregon

July 18, 1947

Port of Astoria Commission
Astoria, Oregon

Gentlemen:

This will confirm our oral discussion with Mr. J. R. Bowler regarding our request to lease the Machine Shop Building on Pier 2.

So that your group may take definite action on our request, we herewith make the following proposal:

1. AMCCo to pay $350.00 per month for rental of Machine Shop Building on Pier 2, having approximately dimensions of 85' wide x 220' long.

2. Lease to run for a period of six (6) months, after which a new agreement can be negotiated if AMCCO plans develop as now contemplated for a Ship Repair Shop.

3. During six months period of lease, AMCCO to have use of approximately 400' of pier frontage, east side of Pier 2, at no extra cost.

4. AMCCO to pay regular rates for use of Port crane and other facilities.

For your information, it is our intention to use facilities referred to above during the proposed term of the lease for the purpose of dismantling and storing equipment from three surplus Navy craft which are presently berthed at our plant.

We sincerely trust that your group can take favorable action on our proposal for the reason that we firmly feel that a ship repair set-up to handle larger vessels than present local facilities will now permit, can be developed which should be a definite asset to your Port, as well as creating a payroll which will be of advantage to our community.

Yours very truly,

ASTORIA MARINE CONSTRUCTION CO.

RS:ac (signed) Richard Schroeder, Manager

August 8, 1947

TO THE COMMISSIONERS:

The following are a few matters which will perhaps come up at the next meeting on which you may like to have advance information:

The Elliott Transfer Co. is making application for space to be used for public warehousing in connection with their transfer business. They have looked at Pier Three and at some of the buildings left by the Navy and would like to secure concrete building immediately back of the Recreation Hall. They would want the building for not less than one year by which time they expect to build their own building at some other location. This building is approximately 40' x 56', fire proof, and for its size is the best building constructed by the Navy.

A delegation from the Naval Reserve will perhaps attend the meeting to ask for the Recreation Bldg. on a long term basis. Mr. R. B. Knotts was in and stated that he is the Commanding Officer of the Electronics Co. of the Naval Reserve. This unit consists of five officers and forty men and 95% of this number have been signed up. The unit is allowed $80 per month by the Navy to cover all incidental expenses, including quarters. They now have considerable radio and electronic equipment on hand and additional equipment to a value of approximately $35,000.00 will be furnished to the unit by the Navy if they have suitable quarters. He stated further that if the building can be secured as an armory, an attempt would be made to recruit a volunteer composite division consisting of approximately 500 men and that the Navy would furnish a large amount of surplus machinery and shop equipment for training purposes and that a much larger sum would be made available to pay for their quarters.

Mr. Convill, Astoria City Manager, stated that he would attend the meeting and request the Port to waive their interest in rentals from O'Brien Spruce Co., now held by the County Treasurer, so that these funds could be used to improve the road paralleling the pipe line from the storage reservoir to the City of Astoria. He says this is a County road but no maintenance has been done on it for many years and in some places it is impassible in bad weather. The City of Astoria asked the County Court to improve the road and were informed that there

is no money available in the County road funds for this purpose but that the County would use this rent money for that purpose if the City of Astoria School District No. 1 and the Port of Astoria would waive their interest in it. He did not state how much money there was in the fund at the present time.

PORT OF ASTORIA

By_____
Manager

JRB:vd

August 23, 1947

TO THE COMMISSIONERS:

Enclosed is a copy of a proposed letter to the District Engineers regarding the new Mooring Basin in Astoria. If there are no objections from the commissioners, the original will be mailed next Tuesday or Wednesday.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

September 17, 1947

TO THE COMMISSIONERS:

Enclosed is a copy of a resolution drawn up in the Office of the District Engineer in Portland which will be presented to the commission for consideration at a meeting Monday, September 22nd at 7:30 p.m. which will be held with the Astoria City Council and the County Court. Those bodies have been asked to adopt an identical resolution.

PORT OF ASTORIA

BY _____
Manager

JRB:wd

November 7, 1947

W. P. McGregor
Edw. W. Thompson
Joseph W. Anderson
Joseph M. Dyer
G. S. Gray

TO THE COMMISSIONERS:

The date for the next regular meeting of the Commission falls on Tuesday, November 11th, and as this is Armistice Day, a legal holiday, Mr. McGregor has asked that the meeting be post-poned to November 12th.

PORT OF ANTONIA

By_____
Manager

November 26, 1947

TO THE COMMISSIONERS:

Bids were received last night for three of the six buildings which were advertised for sale. The high bids are as follows:

B.O.Q. Building, Pier Two	—	$1200.95
Administration Bldg. #2	—	850.00
Barracks Bldg., W. of #3	—	760.00

These bids were made by residents of Clatsop County and I am inclined to believe that each of the bidders intends to use the salvaged materials for his own use. The amounts bid appear reasonable for each of the above buildings and I would recommend that the Port accept the bids.

In addition to the above bids, we received a bid of $750.00 for the barracks building West of Pier Three and a bid of $1010.00 for the B.O.Q. Building on Pier Two. We are contacting these bidders to ascertain if they would be interested in any of the three remaining buildings and if agreeable with the commissioners will try to negotiate sales for them. I will attempt to get in touch with each of you by phone Friday, November 28th, to get your reaction on the above.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

July 9, 1947

Mr. Guy W. Spicer,
County Assessor of Clatsop County,
Astoria, Oregon.

Dear Sir:

This is to notify you that the Commissioners of the Port of Astoria, in accordance with legal advertisement, met as a levying Board at 7:30 p.m., July 8, 1947, for the discussion of the tax levy of the Port of Astoria with taxpayers of the Port District. A copy of the resolution levying the tax for the fiscal year beginning July 1, 1947 and ending June 30, 1948, is attached hereto.

Please accept the attached resolution as instructions from the Port of Astoria Commission to include the levy of $150,000.00 to be collected for the Port of Astoria in the general levy to be made.

Very truly yours,
PORT OF ASTORIA,

By_____
Assistant Secretary
of the
Board of Commissioners

JRB:md
enc.

July 9, 1947

Mr. W. J. Brooks,
County Clerk of Clatsop County,
Astoria, Oregon.

Dear Sir:

This is to notify you that the Commissioners of the Port of Astoria, in accordance with legal advertisement, met as a Levying Board at 7:30 p.m., July 8, 1947, for the discussion of the tax levy of the Port of Astoria with the taxpayers of the Port District. A copy of the resolution levying the tax for the fiscal year beginning July 1, 1947 and ending June 30, 1948, is attached hereto.

Please accept the attached resolution as instructions from the Port of Astoria Commission to include the levy of $150,000.00 to be collected for the Port of Astoria in the general levy to be made.

Very truly yours,
PORT OF ASTORIA,

By_____
Assistant Secretary
of the
Board of Commissioners

JRB:md
enc.

August 13, 1947

The Honorable County Judge and
County Commissioners,
Clatsop County Court House,
Astoria, Oregon.

Gentlemen:

This is to advise that the Commissioners of the Port of Astoria have no objection to the proposal to expend approximately $15,000.00 of the Clatsop Mill rent funds to improve the pipe line road from reservoir No. 3 to the head works of the City of Astoria water system.

Very truly yours,
PORT OF ASTORIA,

W. F. McGregor, President

WFMcG:wd

August 12, 1947

Darden - Pool Co.,
1st and Hascall Streets,
Omaha 8, Nebraska.

Gentlemen:

We have been sent a circular describing your grain door opener and are interested in the machine. We would like to have further information regarding it such as its cost, what would be required to make the installation, its lifting capacity, etc.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

August 22, 1947

Department of Labor & Industries,
Olympia, Washington.

Gentlemen:

The dredge "Natoma" and equipment will be in Longview, Wash. in the very near future to dredge the log pond for the Weyerhaeuser Timber Co. The enclosed check for $40.00 covers our estimate for the Industrial Insurance and Medical Aid premiums due for the payroll period ending August 30, 1947.

Please send us the necessary forms for reporting our contributions to your industrial accident fund.

Very truly yours,

PORT OF ASTORIA

By _____
C. L. Hess, Cashier

ch

December 15, 1947

Supervisor of Industrial Insurance,
Department of Labor and Industries,
Olympia, Washington.

RE: Claim No. B-536404 Firm No. 67787

Gentlemen:

Mr. Harvey E. Letsinger, who has the above claim, advises us that his hospital bill at the St. John's Hospital in Longview, Washington, which was incurred in connection with is injury, has not been paid. He has asked us to mail you the last statement he received from the hospital and it is enclosed herewith.

Will you please investigate this and if in order see that the bill is paid.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

August 7, 1947

The District Engineer,
628 Pittock Block,
Portland 5, Oregon.

RE: Bid No. 35-026-43-56

Dear Sir:

Will you please send us three copies of the specifications with plans attached and one copy of the instructions to bidders in connection with the invitation for bids described above.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

August 22, 1947

The District Engineer,
628 Pittock Block,
Portland, Oregon.

RE: N.P.P.G.W.

Gentlemen:

Your letter of August 14th regarding the development of a small-boat mooring basin at Astoria has been given consideration by the Commissioners of the Port of Astoria and I have been instructed to advise you as follows:

(a) Clatsop County is prepared to furnish free of cost to the United States all necessary lands, easements, and right-of-way for the new work when and as required.

(b) The Port of Astoria will provide the necessary dredging in the basin and will operate the mooring facilities as they are built.

(c) Local bodies interested in construction of the basin are being organized to provide for construction of mooring facilities, sewers, water and electric supply lines and a public landing within the basin open to all on equal terms.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

August 22, 1947

District Engineer,
Portland District,
Corps of Engineers,
War Department,
628 Pittock Block,
Portland 5, Oregon.

Re: Bid No.
Serial No. 35-026-48-56

Gentlemen:

The Dredge Katoma is now engaged in work which will not be completed until after October 15, 1947, the last date on which insurance can be obtained for sea towage. Due to this factor, if we are awarded the contract, we would be unable to move to the job site until April 15, 1948 and are submitting our bid with the understanding that notice to proceed with the work would not be given us until that date.

In the event of loss of the dredge before April 15, 1948, through fire, storm or other causes over which we have no control, we are not to be required to accept the job.

Very truly yours,
PORT OF ASTORIA,

By
W. F. McGregor, President

WFMcG:md

August 23, 1947

The District Engineer,
628 Pittock Block,
Portland 5, Oregon.

Dear Sir:

There have been some changes in the Port of Astoria Commission since your mailing list was made up of those who are to receive your public notices. Following are the present commissioners:

Mr. W. F. McGregor, President
c/o McGregor Supply Co.
567 Bond Street
Astoria, Oregon.

Mr. Edward W. Thompson, Vice-President
c/o Columbia River Packers Association
Astoria, Oregon.

Mr. Joseph W. Anderson, Secretary
P. O. Box 596
Astoria, Oregon.

Mr. Joseph H. Dyar, Treasurer
679 Irving Avenue
Astoria, Oregon.

Mr. G. S. Gray, Commissioner
500 N. Holladay
Seaside, Oregon.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

August 25, 1947

The District Engineer,
628 Pittock Block,
Portland 5, Oregon.

Re: Contract No. W35-026-eng-1251
Modification No. 2

Dear Sir:

Enclosed are two copies of a Supplemental Agreement extending the above contract for an additional year. These have been executed for the Port of Astoria and we trust you will find them in order.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:vd
enc.

October 30, 1947

District Engineer
628 Pittock Block
Portland 5, Oregon

Re: Invitation for bid No. 35-026-48-322
Dredging channel Baker Bay

Dear Sir:

Will you please mail us three (3) copies of specifications, one set of drawings and one copy of the instructions to bidders in connection with the above job.

Very truly yours,

PORT OF ASTORIA

JRB:v

By_____
Manager

November 19, 1947

The District Engineer,
628 Pittock Block,
Portland 5 Oregon.

RE: INVITATION TO BID NO. 35-026-48-379
YAQUINA BAY, OREGON

Gentlemen:

When available, please send us three copies of the specifications with plans attached and one copy of the instructions to bidders in connection with the above work.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

November 26, 1947

Colonel O. E. Walsh,
The District Engineer,
Pittock Block Bldg.,
Portland, Oregon.

Dear Sir:

We wish first to voice our appreciation of your efforts in behalf of the now fully authorized Astoria Small Boat Basin. It has always been a pleasure for the local people directly involved in the project to confer with you and your staff during phasis of the negotiations, and we know that you have endeavored to make the plans for the basin suit its purpose in every way possible.

We urge one change in the plans however, which we believe would greatly add to the usefulness and practicability of the basin . We refer to the twenty foot roadway on top of the breakwater as shown on the final plans. It is the opinion of all local fishing craft skippers, tradespeople who will use the roadway in servicing boats, and ourselves as future operators of the basin, that the roadway should be a minimum of thirty feet in width.

The breakwater will in reality become a dock which will greatly add to the value and usefulness of the basin as a whole, and we know from our past and present experience as a mooring basin operator that a dock used for servicing small craft should be at least thirty feet in width in order to avoid undue congestion. Congestion on a dock or roadway used in connection with a mooring basin operation arises from the unloading of gear and equipment from boats by their crews plus the loading of supplies and equipment onto the boats by tradespeople making such deliveries. In addition a more or less constant flow of automobile and foot traffic can be expected on such a roadway when any appreciable number of boats are in port.

The safety feature alone, and this is quite important during the long bad weather season, would render the narrower roadway dangerous and be a continuous invitation to serious accidents.

To spend such an important sum of money on a fine breakwater 2400 feet long, and then add such a narrow roadway, which would prevent the utmost use of same by these fishermen who operate the large boats would be uneconomical, wasteful and impractical.

Larger boats such as tuna and pilchard clippers, the Coast Guard Cutter, or any of your engineers craft, would find it more to their advantage to tie up on the outside of the breakwater dock rather than inside of the basin. Accordingly there should be fender piling driven between the steel sheet piling of the breakwater at a minimum of ten foot intervals. If the cost of placing fender piles could not be included in the appropriation, it could no doubt be provided for locally.

We earnestly ask your consideration of the wider roadway, as we are convinced that such a change in the plans will more than repay the additional cost involved by resulting in a thoroughly useful and practical small-boat moorage that will stand as a monument to the U. S. Army Engineers.

Sincerely yours,
PORT OF ASTORIA,

By_____
President

WMacC:mt

July 26, 1947

Fairbanks, Morse & Co.,
105 S. E. Taylor Ave.
Portland, Oregon

Gentlemen:

On July 10, we ordered one low voltage release for Fairbanks Morse Induction Motor Starter, Type C-COR #37037, 30-40 HP, 440 Volt, 60 Cycle. To-date we have not received the release.

In March, 1946, we first ordered this release and at that time received only the coil for it. We wrote requesting that you ship the rest of the assembly but you never shipped it or advised us as to your reason for not sending it.

If you can not supply us with this release, please advise us to that effect.

Very truly yours,

R. J. Bettendorf

RJB:b

October 1, 1947

James Farrell & Co.
Hoge Building
Seattle 4, Washington

Attention: Mr. S. O. Yocum

Dear Mr. Yocum:

This is to advise that up to this time we have been unable to obtain a rail car in which to make your shipment of 417 sacks of fish meal to Albers Milling Co.

A car was ordered on September 27 but the S P & S Ry. have been unable to fill the order due to a large backlog of orders and a shortage of cars. It appears as if it may be another week before we can obtain a car.

Very truly yours,
PORT OF ASTORIA

Traffic Manager

RJB:b

October 3, 1947

James Farrell & Co.
Hoge Building
Seattle 4, Washington

Attn: Mr. S. O. Yocum

Dear Mr. Yocum:

Enclosed is the straight bill of lading covering 417 sacks of fish meal which we loaded out today to Albers Milling Co. as per your instructions of September 25.

Our invoice covering the loading charges will be mailed you under separate cover.

Very truly yours,
PORT OF ASTORIA

Traffic Manager

Encl.
RJB:b

October 14, 1947

James Farrell & Co.
Hoge Building
Seattle 4, Washington

Attention: Virginia H. Smith

Gentlemen:

In reply to your letter of October 11, wharfage is a standard and regular charge made by marine terminals for use of wharf and receiving freight and is assessed against all freight passing or conveyed over or onto wharf. Wharfage is assessed whether or not freight received on wharf from cars, trucks, drays or river carriers is eventually loaded on vessels.

For this same charge at terminals in your area we refer you to the Seattle Terminals Tariff No. 2-C, Item 66-F, page 16.

In view that the charge is a regular charge which we assess against all freight by commodity at our terminals and as such is listed in our tariff, we are unable to make a refund.

I am wondering if you do not have wharfage charge confused with unloading charge? There is no unloading charge on freight received from trucks which do their own unloading.

Very truly yours,
PORT OF ASTORIA

_____
Traffic Manager

RJB:b

July 9, 1947

Robert S. Farrell, Jr.,
Secretary of State,
Salem, Oregon.

Dear Sir:

As required by law, we are submitting herewith a copy of the budget of the Port of Astoria as finally adopted by the Levying Board of the Port of Astoria, showing a levy of $150,000.00 for the fiscal year beginning July 1, 1947 and ending June 30, 1948.

Very truly yours,
PORT OF ASTORIA,

By_____
Assistant Secretary
of the
Board of Commissioners

JRBswd
enc.

August 16, 1947

Fireman's Fund Insurance Co.,
Portland, Oregon.

Gentlemen:

RE: FIREMAN'S FUND POLICIES NOS. 126777
and 126778, "S. W. LOVELL"

This is to advise that, during the year the above policies were in effect, the "S. W. LOVELL" was laid up and not in operation from July 7, 1946 to April 9, 1947. Will you please see that we are given credit for a return premium for that time.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

JRB:wd

July 18, 1947

Mr. W. H. Forsyth
Route 1, Box 117,
Vancouver, Wash.

Dear Sir:

We are preparing to start work with our dredge and will need the barge you have been using. We are trying to get started by Monday, the 20th of July. Would like to have it here by that time. If for any reason you are not able to return it by Monday morning, please call us and let us know just when you can get it back.

Yours very truly,

PORT OF ASTORIA,

By _____
Manager

JRB:ch

August 8, 1947

W. H. Forsyth,
Route 1, Box 117,
Vancouver, Wash.

Dear Mr. Forsyth:

We have your letter of July 28th inquiring about the anchor barge that you used last winter and spring to pick up sinkers. We are unable to let you know at this time if you can plan on using it this fall. Our dredge will start on a job at Longview the latter part of the month and will perhaps be there until at least the first of October. As long as the dredge is working, we will have to have the barge. If there are no other jobs available after the Longview job, you can figure on using it then but if we do get another job, we will of course have to have the barge with the dredge.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

December 1, 1947

Foss Launch & Tug Co.,
225 East F St.,
Tacoma, Wash.

Attn: Mr. Orville Sund

Dear Mr. Sund:

We have your letter of November 25th requesting information on the loading of logs from rafts to barge with our facilities.

Our docks and equipment are available for this kind of work. We have not done any of it since the war and are not in a position to quote a firm price per M. We have gone over some of our records on this type of work which was done before the war and find that at present wages our charges on a cost plus basis for all labor and for crane rental would be approximately $35.00 per hour for straight time work and $44.00 per hour for overtime work.

In checking the footage handled, we find that several years ago, we averaged about 45,000 feet per hour in loading the "Nisqually" and while we are of course unable to say exactly what would be done now, we are of the opinion that if the volume is sufficient to have a more or less regular gang do the work that at least this amount could be handled to flat barges.

In addition to the cost above, we would have a charge of 30¢ per thousand for wharfage and service charge.

We would be very glad to work with you at any time in handling this type of business and if you desire any further information, please feel free to call upon us.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

July 12, 1947

Mr. A. C. Fulton,
Spexarth Building,
Astoria, Oregon.

Dear Dick:

School District No. 1, Clatsop County Oregon, has accepted the Port's offer to lease them the gunnery training building at Clatsop Airport, designated as Building No. 42 on the Navy's map of U. S. Naval Air Station, Astoria, Oregon, Public Works Drawing No. 238.

We will want a lease drawn up between the Port and School District No. 1 covering this building and the lease should cover the following conditions:

1. No rent will be charged until January 1, 1948.
2. After that date, the Port will receive as rent 25% of the net profits accruing from the Vocational Training Program which will be carried on in the building.
3. The lease will be subject to the conditions of a revocable permit, permitting its use by the Port of Astoria and executed on the 9th day of May 1947 by the U. S. of America by direction of the Chief of the Bureau of Yards and Docks, acting under the direction of the Secretary of the Navy.
4. The School District will be required to furnish their own water, heat, lights and power and will be required to maintain the building in a satisfactory condition so that no claim can be made against the Port under the terms of our revocable permit.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

August 22, 1947

Mr. A. C. Fulton,
Spexarth Building,
Astoria, Oregon.

Dear Dick:

As requested by you on the phone, we are enclosing the lease agreement between the Port of Astoria and Uptegrove Lumber Co., dated September 1, 1943 and a copy of the original lease between the Port and G. M. Uptegrove, dated July 25, 1933.

The lease between Port of Astoria and O'Brien-Crem Spruce Co., dated March 1939, is enclosed also.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

October 6, 1947

General Construction Co.,
4850 N. W. Front Avenue,
P. O. Box 3860,
Portland 8, Oregon.

Attention: Mr. Otto Hermann, Vice-President

Dear Mr. Hermann:

We have your letter of September 22nd quoting a price of $841.00 to furnish all labor, material and equipment todrive one 5-pile dolphin and 20 single piles between Piers #2 and #3 of the Port Terminal. Your price was low for this work and this will confirm our telephone conversation in which we advised you that the job was yours and we would like to have it done as soon as possible. We are assuming that the work will be done within the next three weeks and will keep in touch with you regarding the time when your pile driver will be in this vicinity again.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

August 4, 1947

General Petroleum Corporation,
Higgins Bldg., 108 West Second St.,
Los Angeles 12, California

Gentlemen:

This is to advise that the United States has vacated our terminal in Astoria and returned the premises to the Port of Astoria as of July 1, 1947. You now have unrestricted use of pipe lines and your lease of April 30, 1925, as extended, is reinstated and is in full force and effect.

All tolls for the transportation of petroleum products through said pipe lines after July 1, 1947 should be paid to the Port of Astoria and rental at the rate of $100.00 per month as provided in the original lease is now due the Port.

Will you please acknowledge receipt of this letter and your understanding of the above?

Very truly yours,

PORT OF ASTORIA

By _____
J.R.Bowler, Manager

JRB:ch

September 5, 1947

General Petroleum Corp.,
108 West Second Street,
Los Angeles, 12, California.

Attention: A. L. Mipping, Jr. RE: File 563.03

Gentlemen:

We have your letter of August 28th relative to our notice of August 4th that the U. S. Government has vacated our terminal.

The premises were vacated by the Navy and the property returned to the Port of Astoria by the Commanding Officer of the Naval Station, Tongue Point, upon orders received by him from the headquarters of the Thirteenth Naval District. At that time we were advised that an agreement covering the terminations of the leases would be drawn up by the Navy and forwarded to us for execution. These have not yet been received so we are unable at this time to forward a copy to you. Just as soon as these papers are received, a copy of the papers will be forwarded to you.

We have requested the supply officer of the Naval Station and he advised us that he would notify your accounting department that the property had been returned to the Port and that all toll charges should be paid to us.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:rwd

October 11, 1947

General Steamship Corporation, Ltd.
Lewis Building
Portland 4, Oregon

Attention: Mr. H. C. Savage

Dear Mr. Savage:

In reply to your letter of October 9 requesting information for the Kerr Steamship Co., there is enclosed a Port of Astoria Tariff No. 6. This tariff covers all the Port of Astoria Terminal charges.

The Port of Astoria furnish linemen at the prevailing Schedule of Man Hour Rates in Tariff No. 6. The minimum for taking lines is 4men, 2 hours each and for letting go lines, 2 men, 2 hours each.

For tug, towing and launch hire charges I suggest that you obtain a Columbia River Tariff Bureau Tariff No. 25. This tariff may be obtained from Thomas J. White, Alternate Agent, 806 S.W. Broadway, Portland 5, Oregon.

Bar Pilotage is optional. At the present time the charges from the sea to Astoria are $1.75 per foot draft plus 1⅜ cents per net registered ton. Minimum $55. The charge for shifting berths at the Port of Astoria terminals is $15.

I trust that the above information will be of assistance to you in gathering your costs data.

Very truly yours,
PORT OF ASTORIA

Traffic Manager

Encl.
RJB:b

December 15, 1947

General Steamship Corp., Ltd.
Lewis Building
Portland 4, Oregon

Gentlemen:

In reply to your request of December 12 for information regarding the supply and cost of fresh water at the Port of Astoria terminals, we are enclosing copies of our tariff charges for fresh water and additional information is listed below.

1. Water by barge delivery is not available. The Port has six berths with a depth of 32 feet at zero tide at which fresh water can be delivered. Vessels of any length can be accommodated.

2. Vessels are serviced by 2½" valve connections at the rate of 35 to 40 tons per hour.

3. No fresh water barges are available.

4. Additional charges for installation, connection or disconnection for delivery on holidays and outside regular hours are $2.93 per hour for one man with a minimum of 2 hours between the hours of 8:00 AM and 12:00 midnight and a 4 hour minimum between the hours of 12:00 midnight and 8:00 AM.

Trusting that this information will be of assistance to you, we are

Very truly yours,
PORT OF ASTORIA

Encl.
RJB:b

R. J. Bettendorf

September 22, 1947

Hotel Georgia,
Vancouver, B. C.

Gentlemen:

A room has been reserved for the writer and wife for the Pacific Coast Association of Port Authorities Convention. As I am unable to attend the convention and Mr. and Mrs. Guy Rea are attending in my place, please let them have the room which has been reserved for me.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

December 4, 1947

John Pearsall,
Grays Harbor County Commissioner,
Montesano, Washington.

Dear Sir:

In reply to your recent inquiry, we are pleased to give you the following information regarding Clatsop Airport:

The Airport is owned entirely by the Port of Astoria and is managed and operated exclusively by the Port District. At present, two men are employed full time at the field--one as manager and the other as a maintenance and general handyman. The manager is paid $300.00 per month and the maintenance man is paid by the hour at the rate of $1.40. During the past few months we have had considerable work to do in putting the field lighting system in working order and have employed several men on a temporary basis to help with this work.

Many of the buildings constructed by the Navy including two very large hangar buildings have been turned over to us. We are using these in any way we can to secure a revenue. One building has been leased for restaurant purposes and a very nice cafe has been installed. We receive 5% of the gross receipts as rent and this has amounted to about $100.00 per month during the past summer. Space in one of the hangars has been leased for shop purposes and we receive 5% of the gross receipts as rent with a minimum guarantee of $100.00 per month. This shop opened for business last July and last month was the first month that 5% of their gross exceeded the $100.00 minimum. Four outfits are operating schools and other flying services at the field. All of these use office space in some of the buildings and we charge rent at the rate of 5¢ per sq.ft. per month. The average amount received for space is a little over $100.00 per month for each schod. Each school is charged a fee, based on the weight, for planes operated commercially on the field with a minimum charge of $10.00 per month for the lightest planes. Each school is required to pay a commercial fee for a minimum of eight planes but this minimum has been waived for the winter months and the schools will have to pay commercial fees for only the actual planes operated by them until April 1st. Hangar of field storage is charged for all planes kept on the field at a regular schedule of rates based on the size of the plane. This charge is made for all private and school planes. A charge of 2¢ per gallon is made for all gasoline sold on the field and this is collected from theOil Companies.

West Coast Airlines is the only established line using the field. They pay us 5¢ per sq.ft. for building space used by them and 2% of revenue accruing to them from traffic at the local field.

Our budget is made up for our fiscal year ending June 30th. At the time it was made up last spring, we did not have sufficient information to do much except to guess at some of the expenses so I do not believe it would be of any value to you. No tax levy has been made to operate the field and to date we have been getting by on the revenue.

A copy of our schedule of rates and charges is enclosed and we are also enclosing a summary of our revenues and expenses for the first four months of our present fiscal year. We trust that the above information will be of some value to you.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

July 9, 1947

Mr. Garnet Green,
District Attorney,
County Court House,
Astoria, Oregon.

Dear Sir:

Enclosed herewith are copies of letters to the County Clerk and the County Assessor, giving the tax levy for the Port of Astoria for the fiscal year, beginning July 1, 1947 and ending June 30, 1948. Also enclosed is a copy of the budget as finally adopted by the Levying Board.

This is for your files as we understand is required by law.

Very truly yours,
PORT OF ASTORIA,

By_____
Assistant Secretary
of the
Board of Commissioners

JRBrwd
enc.

July 10, 1947

Grinnell Company
3101 Elliott Ave.
Seattle, Wash.

Gentlemen:

The parts for Grinnell dry valve as listed on our purchase order No. 34888 are for 6" size.

We sincerely regret the inconvenience we have caused you by not being explicit in our order.

Very truly yours,
PORT OF ASTORIA

By_____

RJB:b

December 8, 1947

Mr. George J. Haecker, Manager,
Booth Fisheries Corporation,
Alaskan Way at Wall Street,
Seattle, Washington.

Dear Sir:

We have your letter of December 5th inquiring about sprinkler installations in Astoria. There is no city ordinance here requiring sprinklers under the deck of any dock and as far as we know, there are no installations of that kind in town. The transit sheds of the Port of Astoria have sprinkler installations above the floors but none below.

Very truly yours,
PORT OF ASTORIA.

By_____
Manager

JRB:wd

July 11, 1947

Mr. A. C. Hampton,
Superintendent of Schools,
School District No. 1,
Astoria, Oregon.

Dear Mr. Hampton:

This is to advise that the Port Commissioners, at their last meeting, gave consideration to the request of your district to lease from the Port a gunnery training building at Clatsop Airport, to be used in carrying on the Regional Vocational Training Program which is administered through your office.

I have been authorized to inform you that they are agreeable to giving a lease on the building for that purpose for a period of three years, subject to the Navy's revocable permit under which the Port has the building and that no rent would be charged until January 1, 1948 and after that date, the rent would be twenty-five percent (25%) of the net profits accruing from the training program.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:md

August 25, 1947

Mr. A. C. Hampton, Clerk,
School District No. 1,
Astoria, Oregon.

Dear Mr. Hampton:

Enclosed is your copy of the Lease Agreement covering the building at Clatsop Airport used by your district for a vocational training school.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

JRB:wl
enc.

August 15, 1947

Donald N. Harper,
District Airport Engineer,
460 North High Street,
Salem, Oregon.

Dear Mr. Harper:

We have your letter of August 12th regarding an Editorial in the Astorian-Budget of August 6th. Before this Editorial was published, no one from the local paper consulted with any of the officers or employes of the Port of Astoria regarding plans for the local airport. A few days before the Editorial appeared, a story was carried by the Portland papers as well as our paper, listing airports in the State which were scheduled to receive matching funds from the government for airport development. As Clatsop Airport was not on the list, we presume that the Editorial was written without a full understanding of the provisions for securing Federal funds. At the present time we do not feel that any improvements are justified except possibly to improve the access road from the highway to the flying area by hard surfacing it. We have considered applying for funds for this purpose and if funds are still available would be pleased to have you come to Astoria when convenient and set us straight on the procedure we would have to follow.

Our field is still in the hands of the War Assets Administration and until we know definitely just what we are going to secure from them, will not be in a position to make our application. We have been advised that within a comparatively short time, transfer of the entire airport will be made to the Port.

Very truly yours,
PORT OF ASTORIA,

JRB:rwd

By_____
Manager

July 25, 1947

Mr. Elliott Higgins
Materials Handling Equipment Co.
2410 N. Randolph Ave.
Portland 12, Oregon

Dear Mr. Higgins:

Please send us two or three lubrication charts for the LT-44 Tournotor.

Very truly yours,

R. J. Bettendorf

RJB:b

he account of $

VICE DESIRED
CABLE
ORDINARY
URGENT RATE
DEFERRED
NIGHT LETTER
SHIP RADIOGRAM
ck class of service he message will be s a telegram or ablegram.

WESTERN UNION

1217-B

CHECK
ACCOUNTING INFORMATION
TIME FILED

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

wing telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

WASHINGTON, D. C.
DECEMBER 3, 1947

F. MCGREGOR, PRESIDENT
RT OF ASTORIA
TORIA, OREGON.

ANKS FOR SENDING ME COPY OF YOUR LETTER TO COLONEL WALSH. I SHALL BE GLAD
CALL HIS ATTENTION TO YOUR REQUEST FOR CHANGE IN THE PLANS TO INCLUDING A
NIMUM THIRTY FOOT ROADWAY. I THINK YOU HAVE GIVEN VERY SUBSTANTIAL REASON
SUPPORT OF YOUR REQUEST

WAYNE MORSE

M

ERY MUCH APPRECIATED.

W. F. McGREGOR, PRESIDENT
PORT OF ASTORIA

FMcG:WD
:15PM

TS EXTRA COST WILL BE ABOUT ONE HUNDRED THOUSAND DOLLARS OVER PROJECT DESIGNED
CORDANCE WITH PROJECT DESCRIBED IN AUTHORIZING DOCUMENT UNQUOTE

WAYNE MORSE USS

M

W. F. McGREGOR, PRESIDENT
PORT OF ASTORIA

WD
4:30PM

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the u rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmissio message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its li

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each mess the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-mes agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

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6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days is filed with the Company for transmission, provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 41 cations Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof subject to rebuttal by competent evidence.

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A full-rate expedited service.

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Messages sent in sections during the same day.

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Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

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A service to ships at sea, in all parts of the world. Plain language or code language may be used.

CABLE SERVICES

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The standard service, at full rates. Code messages, consisting of 5- at a lower rate.

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Plain-language messages, subject to being deferred in favor of full-ra

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Messages taking precedence over all other messages except governm

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Telegrams of the categories listed at the right, to any Western Union destination in the United States

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(Additional Words, 2½¢ each)

GREETINGS AT
Christmas New Year
Valentine's Day Mother's Day
Jewish New Year Thar

CONGRATULATIONS
Anniversaries Wedding
Birthdays Comm
Birth of a Child

MISCELLANEOUS
Bon Voyage telegrams
Telegrams (No 35¢ ra

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

e account of _____ $_____

CABLE
PRIORITY
DEFERRED
NIGHT LETTER
NIGHT TELEGRAM
class of service message will be telegram or cogram

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

ing telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

ASTORIA, OREGON
DECEMBER 3, 1947

E HONORABLE WAYNE MORSE
E UNITED STATES SENATE
SHINGTON, D. C.

ANK YOU FOR THE ATTENTION YOU ARE SHOWING TO OUR REQUEST YOUR HELP IS

RY MUCH APPRECIATED.

W. F. McGREGOR, PRESIDENT
PORT OF ASTORIA

McG:WD
15PM

S EXTRA COST WILL BE ABOUT ONE HUNDRED THOUSAND DOLLARS OVER PROJECT DESIGNED

ORDANCE WITH PROJECT DESCRIBED IN AUTHORIZING DOCUMENT UNQUOTE

WAYNE MORSE USS

W. F. McGREGOR, PRESIDENT
PORT OF ASTORIA

D
:30PM

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GREETINGS AT
Christmas — New Year
Valentine's Day — Mother's Day
Jewish New Year — Thank

CONGRATULATIONS
Anniversaries — Wedding
Birthdays — Commer
Birth of a Child

MISCELLANEOUS
Bon Voyage telegrams
Kid-legrams (No 35¢ rate

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

October 15, 1947

he account of $

CABLE
PRIORITY
URGENT RATE
DEFERRED
NIGHT LETTER
SHIP RADIOGRAM
class of service message will be telegram or cablegram

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

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WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

washington D. C.

McGREGOR, PRESIDENT
F ASTORIA, OREGON

UST RECEIVED FOLLOWING REPORT FROM COLONEL WALSH DISTRICT ENGINEER QUOTE RE
ELEGRAM DECEMBER THIRD REQUEST OF PORT OF ASTORIA FOR WIDE ROADWAY ON BREAKWATER
LL BOAT BASIN IS BEING CAREFULLY INVESTIGATED XXX WILL ADVISE YOU LATER OF
S EXTRA COST WILL BE ABOUT ONE HUNDRED THOUSAND DOLLARS OVER PROJECT DESIGNED
ORDANCE WITH PROJECT DESCRIBED IN AUTHORIZING DOCUMENT UNQUOTE

WAYNE MORSE USS

W. F. McGREGOR, PRESIDENT
PORT OF ASTORIA

D
:30PM

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Valentine's Day Mother's Day
Jewish New Year Thanksg

CONGRATULATIONS ON
Anniversaries Weddings
Birthdays Commence
Birth of a Child

MISCELLANEOUS
Bon Voyage telegrams "P
Kiddiegrams (No 35¢ rate)

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

October 15, 1947

Dr. L. W. Hyde,
Young Building,
Astoria, Oregon.

he account of _____ $_____

DEFERRED
CABLE
ORDINARY
URGENT RATE
DEFERRED
NIGHT LETTER
SHIP RADIOGRAM
class of service
message will be
a telegram or
blegram

WESTERN UNION

1217-B

CHECK
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WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

ASTORIA, OREGON
DECEMBER 19, 1947

HE HONORABLE WAYNE MORSE
HE UNITED STATES SENATE
ASHINGTON, D. C.

HANK YOU VERY MUCH FOR RECENT INFORMATION REGARDING WIDER ROADWAY IN MOORING

ASIN WE AWAIT FURTHER DEVELOPMENTS EAGERLY

W. F. McGREGOR, PRESIDENT
PORT OF ASTORIA

D
:30PM

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2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, w the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars at which amount the sender of each messa the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-messa agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

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4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a d or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office which filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open main or branch office of the Company, in cities or more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile of the In cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above specifi does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender with the understanding that the sender authorizes the collection charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by the corporate limits of any city or town in which an office of the Company is located.

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(Additional Words, 2½¢ each)

GREETINGS AT
Christmas — New Year
Valentine's Day — Mother's Day
Jewish New Year — Thanksg

CONGRATULATIONS ON
Anniversaries — Weddings
Birthdays — Commence
Birth of a Child

MISCELLANEOUS
Bon Voyage telegrams — "P
Kiddiegrams (No 35¢ rate)

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

October 15, 1947

Dr. L. W. Hyde,
Young Building,
Astoria, Oregon.

Dear Doctor:

Mr. Joe Anderson presented a letter, received by you from Captain McNulty regarding two buildings at the Airport, to the Commission for consideration.

The buildings mentioned in the letter are in the hands of the War Assets Administration and not under the jurisdiction of the Port and the commissioners instructed me to advise you that, as the Port has no authority to authorize their removal at this time, they are unable to do anything about your request for the buildings.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

September 19, 1947

Industrial Hospital Association,
Medical Arts Building,
Portland 5, Oregon.

Gentlemen:

In reply to your inquiry about Mr. Bartlett, we wish to advise that, while he has retired from active management of the Port, he has been retained in an advisory capacity and is still carried on the regular payroll.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRBrwd

October 30, 1947

Interocean Steamship Corporation
Board of Trade Building
Portland 4, Oregon

Attention: R. G. Jubitz, Jr.
Operating Manager

M/S "SVEN SALEN", Voy. 24W

Gentlemen:

We have your letter advising that the above ship will be in Astoria to load flour, and are reserving a berth for it on November 6th.

Very truly yours,

PORT OF ASTORIA

By_____
Manager

JRB:v

ne account of $

DEFERRED CABLE
ORDINARY
URGENT RATE
DEFERRED
NIGHT LETTER
SHIP RADIOGRAM
check class of service e the message will be d as a telegram or ry cablegram.

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

oing telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

ASTORIA, OREGON
SEPTEMBER 17, 1947

RREN D. LAMPORT
ERAL MANAGER
RT OF SEATTLE
ATTLE WASHINGTON

RT OF ASTORIA ORGANIZED 1909 POPULATION OF DISTRICT 18,000

J. R. BOWLER, MANAGER
PORT OF ASTORIA

:M
LOAM

SHIP RADIOGRAM
check class of service e the message will be d as a telegram or ry cablegram.

UNION

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SEATTLE WASHINGTON
SEPTEMBER 17, 1947

RT OF ASTORIA
TORIA, OREGON

EN WERE YOU ORGANIZED AS A PUBLIC PORT WHAT WAS YOUR APPROXIMATE POPULATION AT

HAT DATE WIRE COLLECT WESTERN UNION

D. LAMPORT
GENERAL MANAGER
PORT OF SEATTLE

:30AM

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

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Valentine's Day Mother's Day
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CONGRATULATIONS
Anniversaries Wedd
Birthdays Comm
Birth of a Child

MISCELLANEOUS
Bon Voyage telegrams
Kiddiegrams (No 35¢ ra

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

November 28, 1947

Line Material Co.,
1233 N. W. 12th,
Portland. Oregon.

the account of $

CABLE
ROYAL
NIGHT LETTER

check class of service
the message will be
as a telegram or
cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

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CHECK

ACCOUNTING INFORMATION

TIME FILED

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WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SEATTLE WASHINGTON
SEPTEMBER 17, 1947

RT OF ASTORIA
TORIA, OREGON

EN WERE YOU ORGANIZED AS A PUBLIC PORT WHAT WAS YOUR APPRO

IAT DATE WIRE COLLECT WESTERN UNION

WARREN D. LAMPORT
GENERAL MANAGER
PORT OF SEATTLE

:30AM
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CONGRATULATIONS ON
Anniversaries Weddings
Birthdays Commencemo
Birth of a Child

MISCELLANEOUS
Bon Voyage telegrams "Pep"
Kiddiegrams (No 35¢ rate)

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

November 26, 1947

Line Material Co.,
1233 N. W. 12th,
Portland, Oregon.

Gentlemen:

We wish to cancel the order placed with you approximately a month ago for 3-inch fibre duct tubing. Inasmuch as it has been two weeks since we were notified that the tubing was enroute, we feel that there must have been a hold up at the factory, therefore we request that you cancel this order immediately as we have procured the necessary tubing and have completed the job.

Very truly yours,
PORT OF ASTORIA,

By_____
Airport Manager

VNrwd

December 2, 1947

Line Material Company,
1233 N.W. 12th Avenue,
Portland, Oregon.

Gentlemen:

Thank you very much for your letter of December 1st. Sorry we cannot use this material so would appreciate any instructions you have pertaining to the return of this order.

Sincerely,
PORT OF ASTORIA,

By_____
Airport Manager

VLN:wd

July 7, 1947

Mr. W. L. Macatee, Traffic Manager
The Texas Company
135 East 42nd Street
New York 17, N. Y.

Dear Mr. Macatee:

Your present copy of Port of Astoria Tariff No. 6 is correct and complete to-date. Subsequent corrections and supplements will be forwarded as issued.

Very truly yours,
PORT OF ASTORIA

By_____
R. J. Bettendorf

RJB:b

December 5, 1947

Mr. Lew Fowler
Merchants Exchange
300 Lewis Bldg.
Portland, Oregon

Dear Mr. Fowler:

Enclosed is my check for $40.00 for four tickets to the annual dinner of the Shipping Club.

Very truly yours,

PORT OF ASTORIA

_____
Manager

JRB:wd
Enc.

October 27, 1947

Munnell & Sherrill
400 S. W. First Avenue
Portland 4, Oregon

Gentlemen:

Please furnish us with quotations on the following items:

25-1½" x 12" Brass Fire Hoze Nozzles, Nat'l. Stnd. Thread.

25-Swinging Hoze Racks with wall brackets to accomodate 50' of 1½" linen hose.

Very truly yours,
PORT OF ASTORIA

_____

RJB:b

October 1, 1947

Lt. Comdr. Max M. McCray, USMS
2707 25th Street
Detroit 16, Michigan

Dear Mr. McCray:

In reply to your letter of September 24, there is attached several sheets of information covering the Port of Astoria port and harbor conditions, facilities, administration and import and export products.

During the war our piers were occupied by the U. S. Navy who used them first for a pre-commissioning base and later as a decommissioning base and it was not until July 1 of this year that the last of the piers was returned to us. Consequently, all our prewar traffic was lost and we must rebuild this traffic completely.

At the present time coastwise and intercoastal movements are negligible except for lumber shipments. Lumber and flour are being exported regularly to China, Japan, Australia, United Kingdom, South and Central America and the Phillipines.

We trust that the attached sheets will be of assistance in preparing your treatise.

Very truly yours,
PORT OF ASTORIA

_____
Traffic Manager

Encl.
RJB:b

September 12, 1947

Mr. C. L. McPhail, Assistant Manager,
Weyerhaeuser Timber Co.,
Longview, Washington.

Gentlemen:

This is to notify you that the Port of Astoria wishes to have your electrical department install electrical equipment on their booster barge at the expense of the Port.

Very truly yours,
PORT OF ASTORIA,

_____
Dredge Superintendent

JLTB:wd

o the account of

$

SERVICE DESIRED
CABLE
ORDINARY
DEFERRED
NIGHT LETTER
check class of service
se the message will be
d as a telegram or
ry cablegram

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

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SEATTLE, WASHINGTON
SEPT. 15, 1947

RT OF ASTORIA
TORIA, OR GON

LEASE WITHOUT PAYMENT TO COLUMBIA RIVER S[illegible] CO[illegible] LOT 2790 CASES 48/[illegible] FLAT

INOOK SALMON EX WAREHOUSE RECEIPT 7171

NATIONAL BANK OF COMMERCE OF SEATTLE
ASSISTANT CASHIER

NATIONAL BANK OF COMMERCE OF SEATTLE

TIA, OREGON

ASE WITHOUT PAYMENT TO COLUMBIA [illegible] LOT 11[illegible] CASES 48/[illegible] FLAT

OOK SALMON WAREHOUSE RECEIPT 7172 LOT 24628 BANKERS ORDER BEING MAILED

NATIONAL BANK OF COMMERCE OF SEATTLE

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1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at rate beyond the sum of five hundred dollars, nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at message rate beyond the sum of five thousand dollars, unless specially valued, nor in any case for delays arising from unavoidable interruption in the working of its lines.

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whe the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message r the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission and unless the repeated-message agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach t

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, in cities or to or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 4,000 or more inhabitants where the Company has an office which, a filed tariffs of the Company, is not operated through the agency of a railroad company, within one mile of the open main or branch office of the Company. In cities or to more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile of the telegraph office. Beyond the limits above specified in cities or towns of less than 5,000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above specifie does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender with the understanding that the sender authorizes the collection of charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by te the corporate limits of any city or town in which an office of the Company is located.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices, and if a message is sent to such the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days af is filed with the Company for transmission; provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 of cations Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof sha subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective cla to all the foregoing terms.

9. No employee of the Company is authorized to vary the foregoing.

12-40

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS
A full-rate expedited service.

DAY LETTERS
A deferred service at lower than the standard telegram rates.

SERIALS
Messages sent in sections during the same day.

OVERNIGHT TELEGRAMS
Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

SHIP RADIOGRAMS
A service to ships at sea, in all parts of the world. Plain language or code language may be used.

CABLE SERVICES

ORDINARIES
The standard service, at full rates. Code messages, consisting of 5-let at a lower rate

DEFERREDS
Plain-language messages, subject to being deferred in favor of full-rate

NIGHT LETTERS
Overnight plain-language messages.

URGENTS
Messages taking precedence over all other messages except governm

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Telegrams of the categories listed at the right, to any Western Union destination in the United States

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GREETINGS AT
Christmas New Year
Valentine's Day Mother's Day
Jewish New Year Than

CONGRATULATIONS
Anniversaries Weddi
Birthdays Comm
Birth of a Child

MISCELLANEOUS
Bon Voyage telegrams
Kiddiegrams (No 35¢ ra

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

the account of $

CLASS OF SERVICE DESIRED
CABLE
ORDINARY
URGENT RATE
DEFERRED
NIGHT LETTER
SHIP RADIOGRAM
Check class of service the message will be sent as a telegram or cablegram

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

owing telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SEATTLE, [illegible]
[illegible], 1917

RT OF ASTORIA
TORIA, OREGON

E TO COLUM IA RIVER SALMON COMPANYINC. 125 CASES CHINOOK HALVES EX WAREHOUSE

T 7172 MAILING RELEASE

[illegible]

WD

RIA, OREGON

[illegible]

NATIONAL BANK OF COMMERCE OF SEATTLE

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2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whet the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message re the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message r agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach it filed tariffs of the Company, the amount paid for the transmission of a dome

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a message from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made b the corporate limits of any city or town in which an office of the Company is located.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to su the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days is filed with the Company for transmission, provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 41.. cations Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective to all the foregoing terms.

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GREETINGS AT

Christmas New Year
Valentine's Day Mother's Day
Jewish New Year Thanks

CONGRATULATIONS O

Anniversaries Weddings
Birthdays Commen
Birth of a Child

MISCELLANEOUS

Bon Voyage telegrams "T
Kiddiegrams (No 35¢ rate)

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

November 7, 1947

Mr. Axel Niemi
Court N, Apt. 1
Riverwood Park

'he account of _____ $_____

CABLE
ORDINARY
DEFERRED
NIGHT LETTER

k class of service
he message will be
a telegram or
ablegram

WESTERN UNION

1217-B

A. N. WILLIAMS, PRESIDENT · NEWCOMB CARLTON, CHAIRMAN OF THE BOARD · J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

wing telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SEATTLE, WASHINGTON
[illegible] 9, 1947

OF ASTORIA
IA, OREGON

SE WITHOUT PAYMENT TO COLUMBIA RIVER SALMON COMPANY 1100 CASES 48/½ FLAT

OH SALMON WAREHOUSE RECEIPT 7172 LOT 24628

NATIONAL BANK OF COMMERCE OF [illegible]

M

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(Additional Words, 2½¢ each)

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GREETINGS AT
Christmas New Year
Valentine's Day Mother's Day
Jewish New Year Thanks

CONGRATULATIONS O
Anniversaries Weddings
Birthdays Commenc
Birth of a Child

MISCELLANEOUS
Bon Voyage telegrams
Kiddiegrams (No 35¢ rate)

November 7, 1947

Mr. Axel Niemi
Court N, Apt. 1
Riverwood Park
Astoria, Oregon

Dear Mr. Niemi:

Enclosed is a corrected invoice covering the materials which you purchased from the Port.

I took the matter of the high price on the 2 x 4's up with Mr. Bowler and he has recommended that they be reduced to $45. per MFBM because of their sub-standard size. This reduction has been applied to the enclosed invoice.

Very truly yours,
PORT OF ASTORIA

R. J. Bettendorf

RJB:b

July 16, 1947

Mr. Edwin A. Stone,
Executive Secretary,
Northwest Terminal Association
611 Arctic Building
Seattle 4, Wash.

Dear Mr. Stone:

Enclosed are several copies of an amendment to our tariff putting into effect a service charge as of August 1st, 1947. Will you please file the required copies with the Maritime Commission?

Very truly yours,

PORT OF ASTORIA

By _____
Manager

JRB:ch

September 4, 1947

Northwest Marine Terminal Association,
611 Arctic Building,
Seattle 4, Washington.

Gentlemen:

Enclosed are three copies each of Correction No. 7, No. 8, and No. 9 of Port of Astoria Tariff No. 6. Will you please file one copy of each with the Maritime Commission as required by the association agreement.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

October 1, 1947

Mr. Edwin A. Stone, Executive Secretary
Northwest Marine Terminal Association
611 Arctic Building
Seattle 4, Washington

Dear Mr. Stone:

As per your request of September 30, there is enclosed a copy of the Port of Astoria Tariff No. 6 for the Fiscal Director, Seattle Port of Embarkation.

We have placed the Fiscal Director on our tariff mailing list and all future supplements, corrections and reissues will be mailed direct.

Very truly yours,
PORT OF ASTORIA

R. J. Bettendorf

Encl.
RJB:b

Dec. 22, 1947

Edwin A. Stone, Executive Sec'y.,
Northwest Marine Terminal Ass'n.,
611 Arctic Building,
Seattle 4, Washington.

Dear Mr. Stone:

The total wharfage billing by the Port of Astoria from December 1, 1946 to November 30, 1947 is $16,687.00 and the total service charge is $4,658.74. We believe these are the figures that were asked for at the Vancouver meeting to be used in computing our pro rata share of attorney fees in connection with Docket No. 655.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

JRB:wd

July 21, 1947

Oregon Industrial Factors
2410 N. Randolph Avenue
Portland 12, Oregon

Attention Mr. Elliott B. Higgins

Dear Mr. Higgins:

We have not yet approved for payment your invoice covering the Standard Resurfacer which was put down some time ago by us on a trial basis. Our men are not satisfied that it is going to stand up and employes of Pillsbury Mills, Inc. who are on it every day have the same belief. We will, however, give it additional time before coming to a final decision.

Very truly yours,

PORT OF ASTORIA

_____
Manager

JRB:ch

October 6, 1947

Oregon Industrial Factors,
2410 N. Randolph Avenue,
Portland 12, Oregon.

Attention: Elliott B. Higgins

Dear Mr. Higgins:

Pillsbury Mill reopened for operation last Monday and since then we have been watching the Stonehard Resurfacer which was laid while the mill was closed and find that this last batch is not holding up at all. Our men have tried patching in places where it came up but there is every indication that all of it will have to be removed.

We would like to have someone look at it before it is torn up as we do not intend to pay for this last material that was delivered to us nor are we at all willing to lay any more of it if there is any expense to the Port. We have already spent several hundred dollars in trying this out and have done everything we could to follow the companies instructions for laying it.

We are sorry that this has turned out in this way as we are very anxious to find some covering for the floor which will prove satisfactory.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

November 21, 1947

Oregon Industrial Factors,
2410 N. Randolph Avenue,
Portland 12, Oregon.

Attention: Elliott B. Higgins

Dear Mr. Higgins:

On last Friday afternoon, the patch of Stonehard Resurfacer which was laid on Armistice Day was open for use. Within a few days it began to fail and is going to pieces faster than the part which was laid previously.

We are of course at a loss to understand the reason for it but I am sure that you will agree that we have given the material all the trial it is entitled to and do not care to have anything further to do with it.

We still have some of the material on hand and will be pleased to ship it to any point you designate and of course will expect a credit memorandum for the full amount that was delivered and shipped to us.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:md

October 23, 1947

Oregon Insurance Rating Bureau,
Lumbermen's Building,
Portland, Oregon.

Gentlemen:

We are contemplating making an alteration on our Pier One which will necessitate the moving of our post indicator for Sprinkler Valve No. 17 to a point twenty (20) feet east of its present location.

Please advise us if there will be any objection to such a move.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

November 24, 1947

Pacific-Atlantic Steamship Co.,
1010 Washington,
Vancouver, Washington.

Attention: Mr. Myrick

Gentlemen:

We are reserving a berth in the slip on the east side of Pier One for the "CALIFORNIA" on November 29th.

Arrangements have been made with O'Brien Spruce Co. to have 60,000 feet of dunnage on the dock for the ship. If the dunnage can be loaded without delay, we believe that we can make arrangements with Mr. O'Brien to have his lumber carrier available to place it at the ships tackle in sling load lots.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:vd

July 1, 1947

F. W. G. Sergant, Sec'y.-Treas.,
Pacific Coast Ass'n. of Port Authorities,
Vancouver, B. C.

Dear Sir:

The Port of Astoria wish to vote as follows on the proposed amendments to the By-Laws and Constitution of the Association:

Amendment No. 1.

Re Filling of Vacancies on Board of Directors - YES

Amendment No. 2.

Re Life Memberships - YES

Very truly yours,
PORT OF ASTORIA

By_____
Manager

JRB:wd

August 21, 1947

Mr. F. W.G. Sargant, Sec'y.-Treas.,
Pacific Coast Association of Port Authorities,
Foot of Dunlevy Avenue,
Vancouver, B. C.

Dear Mr. Sargant:

In reply to your letter of August 13th, we wish to advise that Mr. R. R. Bartlett has been associated with the Pacific Coast Association of Port Authorities and also with the Port of Astoria for more than fifteen years.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

JRBrwd

August 27, 1947

Mr. F. W. G. Sergant, Sec'y.-Treas.,
Pacific Coast Ass'n. of Port Authorities,
Foot of Dunlevy Avenue,
Vancouver, B. C.

account of $

CABLE
NARY
RATE
RRED
LETTER
GRAM
of service
ssage will be
gram or
m

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

AUGUST 25, 1947

G. SERGANT,
COAST ASSOCIATION OF PORT AUTHORITIES,
DUNLEVY AVENUE,
R, B.C.

KE TWO DOUBLE ROOMS EACH WITH BATH FOR CONVENTION

J. R. BOWLER, MANAGER
PORT OF ASTORIA

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration where the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the rate beyond the sum of five hundred dollars, nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmiss message rate beyond the sum of five thousand dollars, unless specially valued, nor in any case for delays arising from unavoidable interruption in the working of it

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any messag the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars at which amount the sender of each m the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-n agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5,000 or more inhabitants where the Company has an office w filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of any open mail or branch office of the Company; in citie more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile o in cities or towns of less than 5,000 inhabitants in which an office of the Company is located within one-half mile of the telegraph office. Beyond the limits above sp does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender with the understanding that the sender authorizes the collect charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made the corporate limits of any city or town in which an office of the Company is located.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices, and if a message is sent to the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty da is filed with the Company for transmission: provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section cations Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery there subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respectiv to all the foregoing terms.

9. No employee of the Company is authorized to vary the foregoing.

12-40

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS
A full-rate expedited service.

DAY LETTERS
A deferred service at lower than the standard telegram rates.

SERIALS
Messages sent in sections during the same day.

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Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

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Jewish New Year Tha

CONGRATULATION
Anniversaries Wed
Birthdays Com
Birth of a Child

MISCELLANEOU
Bon Voyage telegrams
Kiddiegrams (No 35¢

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

August 27, 1947

Mr. F. W. G. Sergant, Sec'y.-Treas.,
Pacific Coast Ass'n. of Port Authorities,
Foot of Dunlevy Avenue,
Vancouver, B. C.

Dear Mr. Sergant:

Many thanks for your letter of August 25th advising that rooms have been reserved for Mr. McGregor and party for the convention. The arrangements made by you are entirely satisfactory and I am sure that you will have a most successful convention.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

October 11, 1947

Pacific Indemnity Co.,
Engineering Department,

account of _____ $_____

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WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

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SEPTEMBER 6, 1947

F. W. G. SERGANT,
IFIC COAST ASSOCIATION OF PORT AUTHORITIES,
' OF DUNLEVY AVENUE,
COUVER, B. C.

COMMISSIONER JOE DYER AND WIFE WILL ATTEND ASSOCIATION CONVENTION
McGREGOR PARTY IF THEY CAN SECURE HOTEL ACCOMMODATIONS. IF
IBLE RESERVE ROOM AND BATH FOR THEM AND ADVISE US.

J. R. BOWIER MANAGER
PORT OF ASTORIA

ND

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SEPTEMBER 12, 1947

. W. G. SERGANT,
C COAST ASSOCIATION OF PORT AUTHORITIES,
F DUNLEVY AVENUE,
VER, B. C.

E WIRE COLLECT IF HOTEL ACCOMMODATIONS HAVE BEEN SECURED FOR JOE DYER AND WIFE

UESTED OUR TELEGRAM SEPTEMBER SIXTH.

J. R. BOWLER, MANAGER
PORT OF ASTORIA

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Anniversaries — Wed
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Birth of a Child

MISCELLANEOU
Bon Voyage telegrams
Kiddiegrams (No 35¢

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

October 11, 1947

Pacific Indemnity Co.,
Engineering Department,
1065 Stuart Building,
Seattle 1, Washington.

RE:-M-24370

Gentlemen:

This is to advise that your engineer's recommendation in report of inspection No. 31017 has been complied with.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
cc: Ed. Pearey & Co.

December 10, 1947

Pacific Inland Tariff Bureau, Inc.
524 S. E. Morrison
Portland 14, Oregon

Gentlemen:

Please send us a complete copy of your Tariff No. 45 and place our name on your mailing list to receive all future corrections and supplements.

Very truly yours,
PORT OF ASTORIA

_____
Traffic Manager

RJB:b

November 7, 1947

The Pacific Telephone and Telegraph Company
730 SW Oak Street
Portland, Oregon

Attention: Mr. W. D. Campbell

Gentlemen:

Confirming our conversation with your representative, the Port of Astoria is willing that the space in the building on Pier No. 2 formerly used and employed by the Navy as a Laundry be used exclusively by you for the purpose of storing electrical telephone equipment and such other commodities or equipment as are incidental to your business.

The Port has established a tariff on such space at the rate of $200.00 per month.

It is satisfactory to the Port that you shall have the right to use and employ said property, starting with the day of November, A. D. 1947, and terminating on the day of November, A. D. 1950; PROVIDED, however, that either you or the Port may terminate this arrangement by giving the other party ninety (90) days' notice in writing.

It is further understood and agreed between the parties that in the event any property tax or taxes should be levied upon said premises either by Clatsop County or the State of Oregon, you are to pay such tax or taxes as they shall become due and payable, and if not so paid, the Port shall have the right to pay such tax or taxes and when it shall have done so, the amount paid therefor shall be added to the tariff as herein provided and shall become due and payable at the next monthly tariff paying date.

You are not to make any alterations to said building or premises without the written consent of the Port.

If this arrangement is satisfactory to you, will you kindly confirm it, and also insert the date on which this contract shall start and the date on which it shall terminate?

Very truly yours,

PORT OF ASTORIA

By _____
Its Attorney

ACP S

August 23, 1947

Frank H. Parks
213 S. W. Washington St.
Portland, Oregon

Gentlemen:

Please mail 150 Bristol Pressure Charts, No. 4637, to the Port of Astoria Dredge "NATOMA", % Weyerhaeuser Timber Co., Longview, Washington as soon as possible and bill the Port of Astoria for same.

If you are unable to supply or secure these charts for us please advise and if possible from whom they may be obtained.

Very truly yours,
PORT OF ASTORIA

R. J. Bettendorf

RJB:b

July 11, 1947

Mr. T. G. Patterson,
Astoria, Oregon.

Dear Sir:

This will give you permission to cut three piling which are part of the gridiron on the west side of the Port's Mooring Basin in order to remove the "PHOENIX V" from the basin and the Port will not hold you liable for damage to the grid iron in doing this work.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

December 16, 1947

Mr. Frank Ponder, Manager,
Port of Vancouver,
Vancouver, Washington.

Dear Mr. Ponder:

There will be two representatives from the Port of Astoria at the Marine Terminal Association Meeting and luncheon on Thursday. We will not need hotel accommodations but expect to bring excellent appetites with us.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

September 5, 1947

Pillsbury Mills, Inc.,
811 Lewis Bldg.,
Portland, Oregon.

Attention: Mr. Rhys G. Parker

Gentlemen:

We have your letter of September 4th regarding your Invoice No. 3290 of June 18th in the amount of $114.93.

We do not feel that the Port should be held liable for this loss as our men have stated definitely that the loss was not caused by a defect in the sprinkler system but that the pipe was broken by a load of box shooks on one of your lift trucks while being operated by a mill employee.

We filed a claim with our insurance company for the amount and while we have not yet received a definite statement from them, we are of the opinion that they will turn down the claim as their adjuster secured the same information as to the cause of the loss as we have.

We are writing to our broker again today to ascertain what the insurance company will do about the loss.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:vd

October 6, 1947

Pillsbury Mills, Inc.,
333 S. W. Oak Street,
Portland 4, Oregon.

Attention: Mr. Rhys G. Parker

Dear Mr. Parker:

Last June you send us your Invoice No. 3290 for $114.93 covering expense caused by a break in the sprinkler line in the corrugated iron shed warehouse leased by you from the Port. We filed a claim for this loss with the insurance company that carried our sprinkler damage insurance but the claim was turned down on the grounds that there was no legal liability on the part of the Port to pay it as the building is leased by Pillsbury and there was no negligence on the part of any of the Port's employees in connection with the damage.

Our investigation has revealed that the pipe was broken by one of your lift trucks and under these circumstances, I do not feel like asking our commissioners to approve payment of the invoice.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRBrwd

October 16, 1947

Mr. Carl R. Schenker, Export Mgr.,
Pillsbury Mills, Inc.,
811 Lewis Building,
Portland 4, Oregon.

Dear Mr. Schenker:

We have your letter of October 14th inquiring relative to your sub-lease covering Section 2 of Pier 1 about which we wrote you last June.

On July 25th we received a letter from the Navy advising us that it would accept our offer of a settlement for termination of their leases with the Port at that time they stated that a supplemental agreement embodying terms of the termination would be prepared and presented to the Port of Astoria for execution as soon as possible. We have heard nothing further from them regarding it although we have written them several times as we are most anxious to close the deal as they are withholding the last six months rent due the Port until this agreement is officially signed.

We are writing them again today asking them to expedite this matter and will advise you just as soon as we hear from them.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

mc: Mr. F. R. Halderman
Astoria, Oregon

JRB:wd

December 22, 1947

Point Adams Packing Co.,
Hammond, Oregon.

Attention: Mr. E. A. Beard

Gentlemen:

We have your letter of December 17th offering $1000 for the Brownell Company boiler with all trim located in the former Navy Laundry Building on Pier Two. Your offer is acceptable with the understanding that the coal stoker attached to the boiler does not go with it.

We understand that your offer is subject to a satisfactory Hartford inspection and that the boiler and trim will be removed at your expense within a reasonable time and in any event not to exceed ninety days.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:md

December 2, 1947

Captain K. B. Strand,
S. S. "Albert S. Burleson"
c/o Pope & Talbott,
St. Helens, Oregon.

Dear Sir:

Yesterday when your ship sailed from Astoria, Joseph P. Pagliara, one of your crew, missed the ship. He had no funds with him and our office advanced him five dollars ($5.00) to cover his fare and expenses until he could get to St. Helens.

He agreed to mail the five dollars to us as soon as he reached the ship and we would appreciate it very much if you would check with him and see that the money is returned.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

August 8, 1947

Prouty Lumber & Box Co.,
Warrenton, Oregon

Gentlemen:

The Port of Astoria has resumed the compilation of statistics on ocean-borne commerce tonnage for this district which was discontinued during the war.

Each month a form and stamped envelope will be forwarded you. Kindly fill out the form and return at your earliest convenience.

In the past, your firm has been very cooperative in furnishing us statistics on vessels served by your facilities and we are looking forward to the resumption of this splendid cooperation.

Very truly yours,

R. J. Bettendorf

RJB:b

July 21, 1947

Public Employes Retirement System
210 Governor Building
Portland 4, Oregon

Gentlemen:

On June 10th, the Commissioners of the Port of Astoria adopted a resolution to allow Port employes full prior service credit in the Retirement System. A certified copy of the resolution is enclosed herewith. We overlooked mailing this at an earlier date and trust you will pardon our oversight.

Very truly yours,

PORT OF ASTORIA,

_____
Manager

JRB:ch

November 12, 1947

Public Employes Retirement System,
210 Governor Building,
408 S. W. 2nd Avenue,
Portland 4, Oregon.

RE: R. J. BETTENDORF NO. 11472

Gentlemen:

We are writing about the prior service credit which was allowed the above named employe of the Port. Mr. Bettendorf was employed by the Port for several years prior to November 1942 at which time he enlisted in the U. S. Navy and served continuously until His discharge in October 1945. After his discharge he applied to the Port for his position but as the Navy was occupying the Port's Terminal, the job was not open and he was given a leave of absence until January of 1947 at which time he returned to the Port.

Mr. Bettendorf was not allowed prior service credit for the time he was in the Navy and we are asking that you review the case and if possible allow him credit for that time.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

November 25, 1947

Public Employes Retirement System,
210 Governor Building
406 S. W. 2nd Avenue
Portland 4, Oregon

Gentlemen:

We enclose evidence of the date of birth for Mrs. Maria J. Arvola, an employe of the Port of Astoria. Upon receipt of your notice of acceptance of the proof, Mrs. Arvola will file her application for service retirement.

Very truly yours,

PORT OF ASTORIA

By _____
Manager

JRB:ch

December 12, 1947

Public Employes Retirement System,
210 Governor Building,
408 S. W. 2nd Avenue,
Portland 4, Oregon.

RE: H. Spencer No. 17367
J. M. Stites
C. Johnson

Gentlemen:

The above employes of the Port of Astoria are passed the retirement age of 65 and the Port Commissioners have authorized their continued employment after January 1, 1948. Mr. Spencer is a member of the system and you have the information as to his age etc. on file. Mr. Sties and Mr. Johnson were employed in a permanent capacity on July 5, 1947. Mr. Stites is 66 years old. Mr. Johnson is 67 years old.

All of these men are employed as night watchmen, their work is entirely satisfactory and all of them would like to continue. We are therefore asking the permission from the system to continue their employment for the next year.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

December 26, 1947

Mr. Jerry S. Sayler, Executive Secretary
Public Employees Retirement System
210 Governor Building
Portland 4, Oregon

Dear Mr. Sayler:

Recently we requested permission to retain three over age watchmen after January 1st.

In addition to these, we find that we have one man who has been working as a relief watchman, and just recently has started working enough hours to qualify for membership in the system, and would like to secure permission to continue his employment for the next year. The name is M. A. Hendrix, age 72 years, and his employment started in November, 1947, which would make him eligible to become a member of the system on June 1, 1948.

We would be pleased to have you give consideration to this request along with our previous one.

Very truly yours,

PORT OF ASTORIA

_____
Manager

JRB:v

December 26, 1947

Public Employees Retirement System
210 Governor Bldg.
408 S. W. 2nd
Portland 4, Oregon

Gentlemen:

This is to advise that I wish to change the beneficiary from Clara M. Olson, from whom I am legally divorced, to my present legal wife, who is as follows:

MABEL ESTHER OLSON
P. O. BOX 1028
ASTORIA, OREGON

I would appreciate your changing your records accordingly, and advising me that same has been done.

Thank you.

Yours very truly,

CLIFFORD C. OLSON
Employee, Port of Astoria

August 26, 1947

B. Radinski's Salvage Yard
2750 4th Street South
Seattle, Washington

Gentlemen:

We have been advised that you have on hand, unused Navy Surplus Stokes Basket Stretchers selling at $1.50 per stretcher.

We are in need of three of this type stretcher and would appreciate it greatly if you would ship us three of them via Auto Freight.

You may ship them C. O. D. or bill them direct, whichever is to your convenience.

Very truly yours,
PORT OF ASTORIA

R. J. Bettendorf

RJB:b

August 27, 1947

Rogers and Colling Co.,
1111 Main,
Vancouver, Washington.

Gentlemen:

Recently you gave us an estimate for painting our water tank and we are now trying to secure firm bids so that the work can be authorized within the next week or two. If you are interested, we will be glad to have you submit a price within the next week and we would then be in a position to let you know within a few days whether or not we can give you a contract for the work.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

December 31, 1947

Seaport Shipping Co.
512 Lewis Building
Portland 4, Oregon

Attention: Mr. Love

Gentlemen:

In our telephone conversation of today regarding rates on general cargo at the Port of Astoria terminals, I quoted rates on handling and unloading incorrectly. I stated that our N.O.S. tariff rate was .97½ per ton. The N.O.S. tariff rate for handling or unloading is $1.12½.

I regret this inaccuracy and sincerely trust that it has not inconvenienced you too greatly.

Under separate cover we are mailing our current Tariff No. 6 and have added your name to our mailing list to receive all future corrections and supplements.

Very truly yours,
PORT OF ASTORIA

R. J. Bettendorf

RJB:b

November 13, 1947

Seaside Signal,
Seaside, Oregon.

Gentlemen:

We are enclosing a Notice of Sale which we would like to have you run as a Classified Ad in the next issue of the Signal.

Please charge to the Port of Astoria and mail us an invoice after it has been published.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

December 29, 1947

Seaside Signal,
Seaside, Oregon.

Gentlemen:

We are enclosing copy for a Notice of Sale.

Will you please run this as a classified ad in the next

two issues of your paper.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wl
end.

October 30, 1947

Secretary of State,
Salem, Oregon.

Gentlemen:

Enclosed is a copy of our Auditor's Report for the fiscal year ending June 30, 1947, together with a check in the sum of twenty-five dollars ($25.00) to cover the filing fee.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

JRM:fwd
enc.

November 4, 1947

Charles W. Sexton Co.,
Board of Trade Bldg.,
Portland, Oregon.

Attention: Mr. W. A. Comrie

Gentlemen:

We have your letter of October 31st enclosing insurance policies totaling $290,000.00 as renewals of policies expiring November 6th. The other policies which expire this month are being renewed through Bates, Lively & Pearson and we asked them some time ago to furnish us with three certificates of each policy for you. The policies have not yet been received by us and we reminded them again yesterday of the expirations and asked them to deliver the three certificates directly to your office.

We trust that they are now in your hands.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:rwd

August 4, 1947

Shell Oil Company,
1220. S. W. Morrison St.,
Portland 5, Oregon.

Gentlemen:

This is to advise that the United States has vacated our terminal in Astoria and returned the premises to the Port of Astoria as of July 1, 1947. You now have unrestricted use of pipe lines and your lease of April 1, 1926, as extended, is reinstated and is in full force and effect.

All tolls for the transportation of petroleum products through said pipe lines after July 1, 1947 should be paid to the Port of Astoria as provided in the original lease.

Will you please acknowledge receipt of this letter and your understanding of the above?

Very truly yours,

PORT OF ASTORIA,

By _____
J.R.Bowler, Manager

JRB:ch

September 23, 1947

Shell Oil Co.,
1220 S. W. Morrison Street,
Portland 5, Oregon.

Attention: C. H. Radloff,

Gentlemen:

We have your letter of September 19th regarding your lease with the Port and referring to a letter from the U. S. Naval Station, Astoria, dated September 9, 1947, Serial No. 1958s.

It will be satisfactory with us to handle the minimum rentals for the present rental year as set forth in the Navy's letter. We shall bill you for the movement of petroleum products over Pier Two subsequent to July 1st until the amount billed during this year equals the minimum rent of $1000 less the $534.25 which you will have paid to the U. S. Government.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

JRB:rwd

November 7, 1947

Snohomish County Welfare Department,
1802 Hewitt Avenue,
Everett, Washington.

RE: William Stanfield

Gentlemen:

We have made inquiries regarding Mr. Stanfield and have been advised that he left Astoria early in October and has not been back here since. We do not have definite information as to his present whereabouts but it is possible that he has moved his boat to Grays Harbor District and is located there at present.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

November 14, 1947

Snohomish County Welfare Department,
1802 Hewitt Avenue,
Everett, Washington.

RE: William Stanfield

Gentlemen:

Since writing you a few days ago, Mr. Stanfield has been seen in Astoria and we have been advised that his boat, "The Tuna Clipper", is in Portland, Oregon but we do not know at which moorage it is located.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:md

August 4, 1947

Standard Oil Company of California,
Pacific Bldg., 520 S. W. Yamhill St.,
Portland 7, Oregon.

Gentlemen:

This is to advise that the United States has vacated our terminal in Astoria and returned the premises to the Port of Astoria as of July 1, 1947. You now have unrestricted use of pipe lines and your lease of May 8, 1924, as extended, is reinstated and is in full force and effect.

All tolls for the transportation of petroleum products through said pipe lines after July 1, 1947 should be paid to the Port of Astoria and rental at the rate of $125.00 per month as provided in the original lease is now due the Port.

Will you please acknowledge receipt of this letter and your understanding of the above?

Very truly yours,

PORT OF ASTORIA

By _____
J.R.Bowler, Manager

JRB:ch

August 9, 1947

Standard Oil Co.
Astoria, Oregon

Gentlemen:

The Port of Astoria has resumed the compilation of statistics on ocean-borne commerce tonnage for this district which was discontinued during the war.

Each month a form and stamped envelope will be forwarded you. Kindly fill out the form and return at your earliest convenience.

In the past, your firm has been very cooperative in furnishing us statistics on vessels served by your facilities and we are looking forward to the resumption of this splendid cooperation.

Very truly yours,
PORT OF ASTORIA

R. J. Bettendorf

Encl.
RJB:b

August 29, 1947

Standard Oil Company of California,
Pacific Building,
520 S. W. Yamhill,
Portland 7, Oregon.

Gentlemen:

Mr. Milton F. Habush, Engineer of your company has discussed with us our letter of August 4, 1947 relative to your lease of May 8, 1924 as amended. This will confirm our conversation in which we advised him it is our understanding that the amount due the Port under the original lease is $112.40 per month plus tolls and not $125 per month plus tolls as we stated in our original letter.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

JRB:wd
cc: Standard Oil Co.,
Astoria, Oregon

August 14, 1947

State Industrial Accident Commission
Salem, Oregon

Gentlemen: Re - Claim #A 46574

Mr. Elmore works six days per week, Monday through Saturday. His rate of pay beginning 7/24, the day of his accident is $1.35 per hr. He works 40 hours at $1.35 and 8 hours at $2.02½, earning $70.20 per week.

His earnings as stated on his accident report are incorrect due to making the report before the payroll was turned in to the office.

Very truly yours,

PORT OF ASTORIA

By _____
Cashier

CLH

August 27, 1947

State Industrial Accident Commission,
Salem, Oregon.

Attention: L. R. White

Dear Mr. White:

The Port of Astoria is employing men to unload barges of logs which are towed into Astoria from Tillamook, Oregon and making up river rafts with the logs. The men go aboard the barges and put slings on the logs so that they can be lifted into the water and then work as boom men on the logs in order to make up the rafts suitable for towing in the river.

We would like to have assurance from the accident commission that the Port will be protected in the event of injury to any of the men while employed in this work. Will you please advise us regarding this and at the same time let us know under what classification the work should be reported.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

July 9, 1947

State Treasurer,
State of Oregon,
Salem, Oregon.

Dear Sir:

As required by law, we are submitting herewith a copy of the budget of the Port of Astoria as finally adopted by the Levying Board of the Port of Astoria, showing a levy of $150,000.00 for the fiscal year beginning July 1, 1947 and ending June 30, 1948.

This is in compliance with Chapter 6, Oregon Laws, Second Special Session 1933.

Very truly yours,
PORT OF ASTORIA,

By_____
Assistant Secretary
of the
Board of Commissioners

JRB:wd
enc.

December 22, 1947

State Treasurer,
Salem, Oregon.

Attention: Mr. R. W. Davis, Cashier

Dear Sir:

We have your letter of December 19th relative to Port of Astoria bonds and coupons maturing January 1, 1948 which are held by the State. The Port has no objections to having the bonds and coupons cancelled in your office and you may consider this letter your authority for the cancellation before delivery of the bonds for redemption.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

August 26, 1947

Mr. Z. H. Tessendorf,
Acting City Manager,
Anchorage, Alaska.

Dear Sir:

We have your letter of August 21st inquiring about the organization of the Port of Astoria and are pleased to give you the following information.

The Port of Astoria is a special district, organized under a State Law and has no connection with the governing body of the City of Astoria. The boundary of the district is the same as that of Clatsop County in which Astoria is located. There are several other towns and communities in the district besides Astoria. The governing body is a commission of five--the members of which are elected at the general election every two years.

The powers of the commission which are defined by the law are very broad and the Port is permitted to engage in almost any activity that can be construed as promoting commerce.

In 1914 the district acquired waterfront property in Astoria and developed a terminal in which they have invested approximately four million dollars over the years, most of which was secured through bond issues authorized by the voters of the district. In addition to the marine terminal, the Port owns and operates a small boat moorage for the fishing fleet and also owns and operates Clatsop Airport, a large airfield located near Astoria which was used by the Navy during the last war and in which the government made a very large investment. These facilities are all open to the public on the same terms and our charges for various services are covered by published tariffs.

The Port Commission has no control over any waterfront or facilities which are not owned by the District and we doubt very much that an organization such as ours would be in any way suitable for the purposes you have in mind.

If there is any further information you would like to have on our set up, please feel free to call upon us for it.

Very truly yours,
PORT OF ASTORIA,

BY _____ Manager

JRB:md

August 29, 1947

Mr. TenBrook:

The 48 bolts which you asked for were ordered from Fisher Bros. this morning and will accompany your order to the dock at Rainier. They did not have all of the 4 and 5" bolts which you wanted and send 6" bolts in the amount that were short in the other sizes. If you are not able to use these, I would suggest that you try to get the sizes that you want in Longview.

Fisher Bros. advised me that the cable which you ordered would be shipped from Portland and I suggested that it be shipped direct to the dredge c/o Weyerhaeuser Timber Co., Longview. You might advise the Timber Co. so that it can be delivered to a convenient place for you to pick it up.

October 15, 1947

Mr. J. C. TenBrook,
533 Harrison Avenue,
Astoria, Oregon.

Dear Mr. TenBrook:

At the commission meeting last night, the commissioners passed a motion to discontinue Mr. Bartlett's and your pay as of November 1, 1947 and instructed me to advise you accordingly. Unless further action is taken by the commission, your next check will be the last one from the Port. I presume that you will wish to make application immediately to the Public Employes Retirement System for retirement pay and a form for that purpose is enclosed which you can sign and mail to them.

With best personal wishes, I am,

Sincerely,

J. R. Bowler

JRB:md
enc.

August 9, 1947

Union Oil Company
Astoria, Oregon

Gentlemen:

The Port of Astoria has resumed the compilation of statistics on ocean-borne commerce tonnage for this district which was discontinued during the war.

Each month a form and stamped envelope will be forwarded you. Kindly fill out the form and return at your earliest convenience.

In the past, your firm has been very cooperative in furnishing us statistics on vessels served by your facilities and we are looking forward to the resumption of this splendid cooperation.

Very truly yours,
PORT OF ASTORIA

R. J. Bettendorf

Encl.
RJB:b

December 1, 1947

Division of Regulation
United States Maritime Commission
Washington 25, D. C.

Gentlemen:

Enclosed is a copy of the current Port of Astoria Grain Tariff as per your request of November 25.

Very truly yours,
PORT OF ASTORIA

RJB:b

October 27, 1947

Public Works Officer
U. S. Naval Station
Tongue Point, Oregon

Dear Sir:

In order to assist us with maintenance work, we would like to secure a copy of the plans and records on construction of buildings and facilities, including underground work, done by the Navy at Clatsop Airport and at the Port of Astoria terminals.

If agreeable, we will have a representative of the Port call at your office for these, and we will receipt any drawings turned over to him.

Very truly yours,

PORT OF ASTORIA

JRB:v

By_____
Manager

July 2, 1947

Land Acquisition Division,
Thirteenth Naval District,
U. S. Naval Station,
Seattle 99, Washington.

Attention: Mr. Gordon

Dear Sir:

We have a request from a local firm for permission to use a portion of Pier Two together with the locomotive crane located on that pier to remove the engines and machinery from some surplus naval vessels acquired by the firm. The work can be started at any time and as we would like to have it done in Astoria, we are writing to find out if we might make arrangements with the Navy to use the crane and the space needed until the Navy vacates and returns all of the facilities to the Port.

If the Navy is to vacate in the near future, we would prefer to wait until that time but if it is going to be a considerable delay in returning the facilities, we would like to negotiate for the use of the crane and the space.

Please let us know if this can be done and how you would like to handle the matter.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:md
cc: Commanding Officer
U.S. Naval Station
Tongue Point, Oregon

July 2, 1947

Commander, Naval Air Bases,
Thirteenth Naval District,
Headquarters, U. S. Naval Air Station,
Seattle 5, Washington.

Sir:

The Port of Astoria is using various buildings at Clatsop Airport under the terms of a Revocable Permit, dated May 9, 1947. Recently, in connection with our liability insurance, the question has been raised as to the extent of the Port's obligation, under Paragraph 5 of the permit, to repair or replace any of the buildings which might, from any cause be damaged or totally destroyed.

We are under the impression that the form of permit given the Port of Astoria is standard with the Navy and I have been instructed to inquire of your office as to the Navy's policy in requiring restoration of damaged buildings occupied under similar permits. Any information you can give us on this point will be greatly appreciated.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

July 23, 1947

Disbursing Officer
13th Naval District
Seattle, Washington

Dear Sir:

We have not yet received payment for our invoices, Nos. 78739, 78740, and 78741, dated March 31, 1947, covering rentals due the Port of Astoria for the first quarter of this year.

We are in need of this money to meet our obligations and ask that remittance be made immediately to cover them.

Invoices Nos. 78901, 78902 and 78903 covering rentals due the Port for the second quarter were mailed on June 30. We wish to secure payment of these as soon as possible and ask that they be processed for payment and remittance made at the earliest possible date.

Very truly yours,

PORT OF ASTORIA

JRB:ch

J. R. Bowler, Manager

July 23, 1947

Commandant, 13th Naval District,
Building 256, U. S. Naval Station,
Seattle 99, Washington

Attention: Land Acquisition Division

Re: Leases NOy (R)-31661-W, 34006-W, 38285-W

Dear Sir:

I am writing at the direction of the Commissioners of the Port of Astoria regarding the above leases. All of these leases expired June 30, 1947 but the Navy has not yet vacated the premises and this is to advise that the Port of Astoria will expect to collect rent at a rate not less than that provided for in the expired leases from July 1, 1947 until the Navy vacates and turns the property back to the Port.

Very truly yours,

PORT OF ASTORIA

By _____
J. R. Bowler, Manager

JRB:ch

cc: Commanding Officer,
U. S. Naval Station
Tongue Point, Astoria, Ore.

July 25, 1947

Commandant,
Thirteenth Naval District
Seattle, Washington

Via Commanding Officer
U. S. Naval Station
Tongue Point
Astoria, Oregon

Re: Leases NOy (R)-31661-W, 34006-W, 3825-W

Dear Sir:

We are in receipt of notification that the Bureau of Yards and Docks, Navy Department, Washington D. C., has approved the transfer of government improvements on leased premises at Piers 1, 2 and 3, Port of Astoria, to the lessor in return for:

(1) Five thousand dollars ($5,000.).
(2) Termination of above leases and rental as of June 30, 1947.
(3) Release from restoration obligation.

This is to advise that the Commissioners of the Port of Astoria are agreeable to accepting possession of the premises as of this date in accordance with the above terms.

It will be appreciated if prompt payment is made of past due rentals for the premises, invoices for which are in the hands of the Disbursing Officer, Thirteenth Naval District.

Very truly yours,

PORT OF ASTORIA

By _____
Manager

JBR:ch

August 8, 1947

Disbursing Officer,
13th Naval District,
Seattle, Washington.

Dear Sir:

On July 23rd we wrote requesting payment of our invoices for rentals due the Port of Astoria. We have not yet received payment and as we are particularly anxious to secure these funds are requesting again that you make every effort to pay them at the earliest possible date.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRBrwd

September 5, 1947

Disbursing Officer,
Thirteenth Naval District,
Seattle, Washington.

Dear Sir:

We have not yet received payment for our invoices covering rentals due the Port of Astoria for the period January 1 to June 30, 1947. These are long past due and we are most anxious to secure these funds. Will you please advise us when we may expect payment.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd

November 24, 1947

Commandant, 13th Naval District,
Seattle, Washington.

Attention: District Director Naval Reserve

Sir:

RE: RECREATION BUILDING
PORT OF ASTORIA TERMINAL
ASTORIA, OREGON

An inspection of the above building, which has been leased by the U. S. Government for the Naval Reserve, has been made by a representative of the local Naval Reserve Unit and of the Port of Astoria.

The building which was constructed for the Navy under Contract NOy 9032, according to Y&D drawings 295-235 to 295-248 Inc. was found to be in a reasonably good state of repair without any major alterations from the original drawings.

All equipment including the alleys in the bowling alley part of the building has been removed and all equipment from the projection room has also been removed.

There are a few small holes where the plaster board on the inside walls of the gymnasium has been punctured and there are two small broken places in the siding on the exterior West wall of the building. The roof is in fair condition with two places over the gymnasium where there are minor leaks.

APPROVED:

Very truly yours,
PORT OF ASTORIA,

BY_____
Manager

JRB:rwd

December 2, 1947

Commandant,
Thirteenth Naval District,
Seattle, Washington.

Attention: Commander Kaul, Public Works Dept.

Gentlemen:

Enclosed is a Cashier's Check for five thousand dollars ($5,000.00) to cover the amount the Port of Astoria agreed to pay for improvements at our terminals.

We trust that the agreements signed the latter part of October covering the modification and termination of the Navy leases will be forwarded to us in the very near future.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

October 14, 1947

Statistical Division
The Board of Engineers for Rivers & Harbors
War Department
Washington, D. C.

Gentlemen:

This is to advise that your copy of Port of Astoria Tariff No. 6 is complete and up-to-date. All future revisions, corrections and supplements will be sent as issued.

Very truly yours,
PORT OF ASTORIA

_____
Traffic Manager

RJB:b

July 31, 1947

War Assets Administration,
Real Property, Airports Division
Swan Island
Portland, Oregon.

Attention Mr. O. A. Lee.

Dear Mr. Lee,

The Port of Astoria may be interested in purchasing some, if not all, of the temporary movable type buildings at Clatsop Airport. We understand these will be appraised on an off the site basis and as soon as the appraisal is made we would like to have it so that the information can be given to our Commissioners and they can give the matter consideration at an early date.

Very truly yours,

PORT OF ASTORIA

By _____
J.R.Bowler, Manager

JRB:ch

October 20, 1947

War Assets Administration
P. O. Box 4062
Portland 8, Oregon

Attention: Robert L. Nelson, Chief, Property Management Division

Re: Naval Air Station, Astoria, Oregon

Gentlemen:

Referring to your letter of the 15th inst., the Port of Astoria is willing to accept the custody of the residual property referred to in your letter, but with the definite and distinct understanding that it shall not be liable in any respect for any injury, damage or condition of whatsoever kind a nature to any of such property, buildings or equipment located thereon.

The Port of Astoria is willing to accept this custody up to and until the contractor who has the contract for the Housing Project at Tongue Point has terminated his lease on the buildings he now occupies at the Air Station.

That the buildings referred to in your letter are all the buildings with the exception of those now being occupied by the Housing Project Contractor and those included in the interim permit issued to the Port of Astoria by the Navy.

Very truly yours,
PORT OF ASTORIA,

By_____
Assistant Manager

RHB:wd

November 17, 1947

SERVICE DESIRED	
CABLE	
ORDINARY	
URGENT RATE	
DEFERRED	
NIGHT LETTER	
SHIP RADIOGRAM	

Check class of service the message will be sent as a telegram or cablegram

COPY OF WESTERN UNION TELEGRAM

PORTLAND, OREGON
DECEMBER 2, 1947

rt of Astoria
toria Oregon

STODY AND ACCOUNTABILITY U. S. NAVAL AIR STATION ASSUMED BY WAA 12:01 AM DECEMBER 1

SULTANEOUSLY PROTECTION OF PROPERTY SHOULD BE FURNISHED BY PORT OF ASTORIA PURSUANT

AGREEMENT WITH WAA DATED OCTOBER 20 MED/MPD-PMM-265/TAT MM

ROBERT L. NELSON
W.A.A.

November 17, 1947

Waterfront Employers of Portland
Builders Exchange Building
Portland 4, Oregon

Gentlemen:

We had the enclosed check issued before receiving your bill for the month of October. We have arrived at 1983¼ man hours worked during the period of 9/29 to 10/26, both dates inclusive, hence our remittance covering 1973¼ hours is short.

There is a difference of 66¾ hours between your invoice for 2050 hours and our record. Can you help us locate this difference?

Very truly yours,

PORT OF ASTORIA

By _____
Cashier

CLH

August 8, 1947

Wauna Lumber Co.
Wauna, Oregon

Gentlemen:

The Port of Astoria has resumed the compilation of statistics on ocean-borne commerce tonnage for this district which was discontinued during the war.

Each month a form and stamped envelope will be forwarded you. Kindly fill out the form and return at your earliest convenience.

In the past, your firm has been very cooperative in furnishing us statistics on vessels served by your facilities and we are looking forward to the resumption of this splendid cooperation.

Very truly yours,

R. J. Bettendorf

RJB:b

December 10, 1947

Mr. Frank F. Weigel
6026 N. Mississippi Ave.
Portland 11, Oregon

Dear Mr. Weigel:

The Port has decided in fairness to the other bidders to place the order for the fire hose and accessories on the basis of the original quotations received.

The lowest quotation received was $28.58 per complete set. Your original quotation was $32.62.

Very truly yours,
PORT OF ASTORIA

R. J. Bettendorf

RJB:b

October 22, 1947

Westinghouse Electric Co.
134 N.W. 8th Street
Portland, Oregon

Gentlemen:

...e account of _____ $_____

...ICE DESIRED
CABLE
...ORDINARY
...DEFERRED
...NIGHT LETTER
...NIGHT MESSAGE
...class of service ... message will be ... telegram or ... egram

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

...ping telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SEATTLE, WASHINGTON
AUGUST 29, 1947

... OF ASTORIA
...RIA, OREGON

...ERENCE WARE ...SE RECEIPT 7166 RELEASE ON ORDER OF ANDERSON PACKING CO. 174 CASES ... PILCHARDS WE HAVE ALREADY ...STRUCTED THE ASTORIA ...OOLCO FIRST NATIONAL BANK OF ...LAND TO REQUEST YOU TO ARRANGE FOR RELEASE

IVAR WEINDT

...DPM

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is agre the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeat rate beyond the sum of five hundred dollars, nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at th message rate beyond the sum of five thousand dollars, unless specially valued, nor in any case for delays arising from unavoidable interruption in the working of its lines.

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message whether the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of [illegible] dollars, at which amount the sender of each message repe the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rat agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its d

4. Except as otherwise indicated in connection with the listing of individual places in the filed tariffs of the Company, the amount paid for the transmission of a domes or an incoming cable or radio message covers its delivery within the following limits: In cities or towns of 5000 or more inhabitants where the Company has an office which, as sh filed tariffs of the Company, is not operated through the agency of a railroad company, within two miles of such open, main, or branch office of the Company. In cities or towns more inhabitants where, as shown by the filed tariffs of the Company, the telegraph service is performed through the agency of a railroad company, within one mile of the telegr in cities or towns of less than 5 000 inhabitants in which an office of the Company is located, within one-half mile of the telegraph office. Beyond the limits above specified the does not undertake to make delivery, but will endeavor to arrange for delivery as the agent of the sender with the understanding that the sender authorizes the collection of any charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee. There will be no additional charge for deliveries made by teleph the corporate limits of any city or town in which an office of the Company is located.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices, and if a message is sent to such office the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days after th is filed with the Company for transmission: provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 of the cations Act of 1934.

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in to all the foregoing terms.

9. No employee of the Company is authorized to vary the foregoing.

12-40

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS
A full-rate expedited service.

DAY LETTERS
A deferred service at lower than the standard telegram rates.

SERIALS
Messages sent in sections during the same day.

OVERNIGHT TELEGRAMS
Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

SHIP RADIOGRAMS
A service to ships at sea, in all parts of the world. Plain language or code language may be used.

CABLE SERVICES

ORDINARIES
The standard service, at full rates. Code messages, consisting of 5-letter gro at a lower rate.

DEFERREDS
Plain-language messages, subject to being deferred in favor of full-rate messag

NIGHT LETTERS
Overnight plain-language messages.

URGENTS
Messages taking precedence over all other messages except government mes

THERE IS A SPECIAL LOW-RATE WESTERN UNION SERVICE FOR EVERY SOCIAL NEED

Telegrams of the categories listed at the right, to any Western Union destination in the United States

TELEGRAMS OF PRESCRIBED FIXED TEXT — 25¢

TELEGRAMS OF SENDER'S OWN COMPOSITION. First 15 words — 35¢

LOCAL CITY TELEGRAMS — 20¢

TOURATE TELEGRAMS, for TRAVELERS. First 15 words — 35¢
(Additional Words, 2½¢ each)

GREETINGS AT
Christmas New Year Eas
Valentine's Day Mother's Day Fathe
Jewish New Year Thanksgiving

CONGRATULATIONS ON
Anniversaries Weddings
Birthdays Commencement
Birth of a Child

MISCELLANEOUS
Bon Voyage telegrams "Pep" te
Kiddiegrams (No 35¢ rate)

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

October 22, 1947

Westinghouse Electric Co.
134 N.W. 8th Street
Portland, Oregon

Gentlemen:

On June 28 we sent you our Purchase Order #34881 requesting a set of new sealed sleeve bearings with end bells for a Westinghouse induction motor-Type CS-75 HP-440V, 60 cycle, 3 phase. 87.7 Amps per terminal-870 RPM full load-Style #160876A, Serial # 2316933.

To-date we have not received this order or any communication whether or not you can supply this order. Please advise us as soon as possible.

If unable to supply the end bells, please ship the sleeve bearings.

Very truly yours,
PORT OF ASTORIA

RJB:b

August 8, 1947

Westport Lumber Co.
Westport, Oregon

Gentlemen:

The Port of Astoria has resumed the compilation of statistics on ocean-borne commerce tonnage for this district which was discontinued during the war.

Each month a form and stamped envelope will be forwarded you. Kindly fill out the form and return at your earliest convenience.

In the past, your firm has been very cooperative in furnishing us statistics on vessels served by your facilities and we are looking forward to the resumption of this splendid cooperation.

Very truly yours,

R. J. Bettendorf

RJB:b

July 1, 1947

Weyerhaeuser Timber Co.,
Longview, Washington.

Gentlemen:

For the purpose of dredging approximately 200,000 cubic yards of material from your log pond at Longview, we will agree to furnish our Dredge "Natoma" complete with crew, supplies and all equipment, including shore pipe not exceeding 6000 lineal feet for a rental of $1350.00 per day of twenty-four (24) hours. Any delay chargeable to the failure of machinery beyond the usual delays incident to dredging operations amounting to more than six consecutive hours will not be charged to your company.

We will set up and maintain floating pipeline to shore landing and you are to place and maintain shore pipe from the landing at your own expense and hold the Port of Astoria harmless on account of any claim for damages which might arise in wasting the excavated material.

If the above is agreeable, we will move onto and complete the job in a workmanlike manner as soon as possible after notification from you to proceed.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:rwd

August 14, 1947

Weyerhaeuser Timber Co.,
Longview, Washington.

Attention: C. L. McPhail, Assistant Manager

Gentlemen:

We have signed three copies of the letter-agreement confirming arrangements for dredging in your log pond and enclose these herewith.

Two minor changes have been made and initialed by us. We trust you will find these in order and when they have been signed for your company, please return one copy for our files.

Very truly yours,
PORT OF ASTORIA,

By_____
Manager

JRB:wd
enc.

July 26, 1947

Woodbury & Co.,
133 S. W. 2nd Avenue
Portland, Oregon

Gentlemen:

On June 26 we ordered 1,000 Wool Felt Filter Pads for #80 Cesco Respirators. We have not yet received any of these and our supply is getting very low. If possible please ship us at least part of the order. If you do not have any on hand we would like to know when we may expect to receive them.

Very truly yours,

PORT OF ASTORIA

By _____
J.R.Bowler, Manager

JRB:ch

November 18, 1947

World Ports,
Editorial Offices,
1028-29 Earle Bldg.,
Washington 4, D. C.

Gentlemen:

Enclosed is an article on the Port of Astoria for your Convention number.

Very truly yours,
PORT OF ASTORIA,

By _____
Manager

JRB:wd
enc.

December 9, 1947

Mr. A. H. Wright
% Ship Service Co.
51 9th Street
Astoria, Oregon

Dear Mr. Wright:

As per your request this is to advise that the Port of Astoria has on storage for the account of Anderson Packing Co., the following described machinery:

Port of Astoria Lot No. 24640

1-crt. Sidepans for Enterprise Press
5-rolls 50' x 36" x ½" mesh conveyor screen, galvanized
1-5 HP Electric Motor driven Centrifugal Pump
1-Stainless Steel Tank, Apprx. 3' x 2' x 20" deep
1-45 gal. Ray Oil Burner
1-125 gal. Enterprise Oil Burner
2-Exhaust Fans without motors.

Very truly yours,
PORT OF ASTORIA

RJB:b

R. J. Bettendorf

89-100-2029